

The Hongkong Telegraph

(ESTABLISHED 1881.)

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WEATHER FORECAST
FINE
Barometer 30.05

4, 1914. Temperature 6 a.m. 70. 2 p.m. 74
Humidity 92. 82

December 4, 1913. Temperature 6 a.m. 56. p.m. 63
Humidity 58. 44

171) 晚七十月十年寅甲

FRIDAY, DECEMBER 4, 1914.

伍陸陸 號四月二拾英

SINGLE COPY 10 CEN.
\$36 PER ANNUM

TO-DAY'S LATEST WAR TELEGRAMS.

BOMBS DROPPED ON KRUPP'S FACTORY.

GREAT EXCITEMENT CAUSED IN BERLIN.

Australasian Contingents Land in Egypt.

LATEST NEWS FROM FRANCE.

[Reuter's Service To The "Telegraph."]

Latest Communiqué.

Dec. 3, 5.10 p.m.

A Paris communiqué states that there has been a somewhat lively cannonade at Nieuport and south of Ypres. The floods extend south of Dixmude. There has been a violent bombardment at Aix-Noulette, to the west of Lens. Calm prevails from the Somme to the Aisne and also in Champagne. German attacks in Argonne have been repulsed. We progressed slightly.

The German artillery in Woëvre has been somewhat active with insignificant results.

There is nothing important to report elsewhere.

Krupp's Factory Reported Damaged by Aeroplane Bombs.

Dec. 3, 3.55 p.m.

Great excitement has been occasioned in Berlin by the report that an airman has dropped bombs on the Cannon Hall of Krupp's factory at Essen. It is stated that the extent of the damage is unknown, and that the airman escaped unhurt.

Australian and New Zealand Contingents.

Dec. 3, 3.25 p.m.

The Press Bureau states that the Australian and New Zealand contingents have been disembarked in Egypt to assist in the defence of that country and to complete their training. When their training is completed, they will go direct to the Front to join the other British troops in Europe.

Death of an Irish Peer.

The death of the Earl of Erne is announced.

[John Henry O'Connell, 4th Earl of Erne, was born in 1839. He sat as Conservative M.P. for Enniskillen from 1868 to 1880, and for Fermanagh till 1885, when he succeeded to the Earldom.]

French Reports.

(Havas Telegram.)

Paris, Dec. 2, 6.10 p.m.

South of Ypres we repulsed attacks against trenches which we had previously conquered. We damaged three German heavy batteries.

We replied with success to the bombardment in the Vendresse region and Craonne, destroying a German battery.

In Argonne we repulsed an attack against Fontaine-Madame, making appreciable progress.

King George and President Poincaré paid a visit together to the front, and the enthusiasm displayed was very great.

TO-DAY'S WAR TELEGRAMS.

(Official Telegram from the French Government, via Peking)

Circular No. 89 states:—South of Ypres a German attack directed against a trench conquered by the Allies' troops was repulsed. The Allies' artillery damaged three German heavy batteries of artillery.

The Allies brilliantly carried, between Bethune and Lens, Vermelles Castle and its park, villages, houses and several trenches.

In the region of Peronne there was a very brisk cannonade, while violent bombardment is reported in the Vendresse region and in Craonne. The French replied with success, destroying a German battery of artillery.

A German attack was repulsed at Fontaine-Madame, in Argonne, where the French troops made appreciable progress.

[In the event of telegrams arriving too late for insertion on this page they will be found on the Extra.]

EARLIER TELEGRAMS.

(Official Telegram from British Foreign Office.)

A Choice Document.

Dec. 3.

A French Yellow Book containing official correspondence relating to the war has been published in Paris. The most interesting document is a secret report on the strengthening of the German Army. This report states that the new Army law will allow of the almost complete attainment of the German aim. It says: "Neither the ridiculous clamours for revenge of the French jingoes nor the English gasping of teeth nor the gestures of the Slavs will turn us from our aim, which is to extend Germanism throughout the entire world."

The document says further that it must be impressed upon the German people that "our armaments are a reply to those of the French."

With regard to the conduct of the war it says that disturbances must be stirred up in Northern Africa and Russia by means of secret agents. This will absorb the forces of the enemy. "In the next European war the small States must be forced to follow us or be overthrown." It is pointed out that Germany must forestall Russia at all costs or she would have to maintain so strong a force on her Eastern Frontier that she would be in a state of inferiority to France. "Therefore we must forestall our principal adversary immediately," continues the document. "There are nine chances in ten that we are going to have war, and we must begin that war without waiting in order brutally to crush all resistance."

Turks Dislodged from Positions.

Dec. 3.

The Russian Caucasus Staff reports that a Russian column, taking the offensive in the Euphrates Valley, dislodged the Turks from their positions and captured prisoners and guns.

German Iron Mining Industry.

Dec. 3.

The German Phoenix Mining Company's production of iron between the beginning of July and the end of October was 273,710 tons as against 408,430 tons for the same period last year.

Anti-German Outbreak in Valparaiso.

Dec. 3, 6 a.m.

There have been anti-German outbreaks in Valparaiso. Crowds have stormed the German buildings, bank, consulate and the tram-cars. Troops were called out and suppressed the riot.

De Wet Captured.

Dec. 3, 2.15 a.m.

It is officially announced from Pretoria that De Wet, the rebel Boer, has been captured.

French Progress in Alsace-Lorraine.

Dec. 3, 1.40 a.m.

An official communiqué issued in the evening says:—There has been a violent bombardment of Lamprennise, west of Dixmude. In the Argonne region the enemy blew up, by means of mines, the north-western spur of the Forest of La Grappe. We are consolidating and developing our progress in this position. On the front in Alsace we have carried Aspach-le-Haut and Aspach-le-Bas, south-east of Thann. Concerning the remainder of the front there is nothing to report.

General Rennenkampf Superseded.

Dec. 3, 6 a.m.

The correspondent of the Morning Post at Petrograd telegraphs that General Rennenkampf has been superseded because he was two days late in taking his position in the concentration enclosing the Germans.

Belgrade Occupied by Austrians.

Dec. 3, 7 a.m.

The Austrians have occupied Belgrade.

MILITARY MATTERS.

The Royal Engineers at the Front.

From more than one independent source we (the Globe) have received confirmation of the splendid services of the Royal Engineers in the recent hard fighting on the Aisne, to which Sir John French has borne such high testimony in his despatches. The Royal Engineers is perhaps the most modest and unassuming branch of the service, and rarely finds a chronicler of its deeds, though it can boast of the pick of the intellect of the officers of the army and the more superior of the rank and file. Of the services of the corps, individual and collective, military and scientific, during the last sixty years, it would be impossible to speak in detail. Together, at the call of duty, they have extended to every known region of the earth; and R.E. have given the country some valuable leaders in, among others, Sir John Burgoyne, Lord Napier of Magdala, Sir Lintorn Simmons, Gordon of Khartoum, Gerald Graham, and Lord Kitchener.

The recent effort of the Bridging Train to throw a heavy pontoon bridge at Soissons in the face of the fire of the German heavy howitzers was a grand piece of work, to be excelled only by the manner in which under incessant heavy artillery fire they subsequently, working night and day in the worst of weather, succeeded in throwing across the river eight pontoon bridges and a footbridge. Three of the road bridges—Venizel, Missy, and Vailly, and the railway bridge east of Vailly were repaired, and enabled to take foot traffic, and the Villers bridge made fit to carry weights up to six tons. An R.E. officer attached to the corps says nothing could be finer than the manner in which the men, in their usual quiet but determined, unobtrusive way, laboured with such advantage to the army between the 12th and 15th September.

I understand that a great many of the new officers have not yet been able to provide themselves with that very necessary weapon, the revolver, and that where they have been successful their efforts to do justice to its merits have not come up to their expectations. The fact is the revolver is a very difficult instrument to get on friendly terms with, and, unless thoroughly understood, is apt to be a source of greater danger to friends than to foes. But no officer should consider himself fit to go into action who cannot make fair practice with either hand up to 25 yards—the Government pistol is accurately sighted to fifty. Many an officer owes his life at close quarters to being able to use the revolver with effect.

Although we have not taken to it, the superiority of the automatic pistol is beginning to be recognised, for it fires a large number of shots with extraordinary rapidity, although somewhat complicated. Our weapon is the Webley pistol. The Germans use the Mauser, which fires ten shots without reloading; the Belgians, the Browning, firing seven shots; and the Russians, the Nagant, firing seven shots. Our Webley pistol is 10½ inches long, of which the barrel is four. Its weight is 2½ lbs. 3 ozs., and the weight of a packet of 12 cartridges 3½ lbs., and the cylinder is chambered to hold six cartridges. The pistol can be fired by the trigger action for "continuous practice," and by the "cocking for single practice." It will shoot accurately at 50 yards, but its extreme range is 1,550 yards. It should, however, as a general rule, be reserved for use at close quarters only.

SAMAGAGA RUBBER CO., LD.

The report of the directors for the year ended September 30 states that out of the total area of 1,228 acres, 910 were planted with hevea, the balance being canals, lalang and jungle. There were on the estate 105,090 rubber trees and 14,859 coconut trees. The number of rubber trees in tapping at the close of the year was 31,129 as against 21,554 trees on October 1, 1913; the average yield per tree was 2.88 lbs. against 2½ lbs. last year and 1.97 lbs. the year before. The cost of production works out at 1s. 0.07d. per lb. as against 1s. 5.12d. in 1912-13 and 1s. 10.77d. in 1911-12. The balance at credit of working account is Tls. 27,339 90. A sum of Tls. 41,111.76 was spent on development during the year. The profit and loss account has been debited with the full depreciation on machinery and fittings and utensils of rubber factory and with 3/10ths of the depreciation on the remaining items. Interest appears for the first time on the debit side, the absorption of the working capital towards the end of the year necessitating a small overdraft secured by the stock of rubber awaiting sale. The accounts are converted from Straits dollars into tael currency at exchange 94, being the average rate of remittances, and the balance of agents' and managers' current accounts have been adjusted at 105 by debiting profit and loss with Tls. 58 24. After writing off Tls. 19,989 98 of the profits to development account, as already mentioned, there remains a balance of Tls. 6,121.60 which is carried forward to next year. It will be noted that the total profit for the year was Tls. 28,111.58, or 8.35 per cent. on the capital as against 3.29 per cent last year and 3.55 for 1911-12.

Interned Troops.

There seems to be some pardonable misconception as to the position of the officers and men of the Naval Brigade interned in Holland. Their reception in Holland is voluntary, but having accepted them it is the duty of the Neutral State to intern them for the rest of the war, as far as possible at a distance from the theatre of operations. Such troops are permitted to rest, refresh, and re-equip themselves, and return to the conflict. But any attack on an enemy's forces which have been permitted to take refuge on neutral territory is a violation of neutrality. While troops that have taken refuge in neutral territory are perfectly safe from interference, it would be a gross violation of all laws of war to take advantage of this indulgence to organise hostile expeditions. And if any such thing were attempted the Neutral Power would be bound to do its best to prevent it.

Practically the interned troops are in many respects in the position of prisoners of war. They may be kept in camps, or even confined in fortresses or other places assigned for the purpose, and under such guard as is necessary to secure that they take no further part in the war. The Neutral Power must supply them with food, clothing, medical assistance, &c., covering the cost on the conclusion of peace. The officers, but not the non-commissioned officers and men, may be given their liberty on parole, but they must not leave the neutral territory without permission. It is curious, however, that no conditions are laid down for the granting of such indulgence, and no penalties are mentioned if the parole is broken. Nor is the granting of leave to an interned officer to return to his own country, even temporarily, mentioned.

TELEGRAMS.

NEWS FOR BUSY MEN.

CONDENSED.

The Austrians have occupied Belgrade.

The death is announced of the Earl of Erne.

Serious anti-German outbreaks are reported from Valparaiso.

It is officially announced that General De Wet, the rebel leader, has been captured.

It is reported that an airman has dropped bombs on the cannon hall at Krupp's factory at Essen.

The Australian and New Zealand contingents have disembarked at Egypt, and, after training, they will go direct to the front.

From July to October the production of iron by the German Phoenix Mining Co. was 273,710 tons against 408,430 for the same period last year.

A French Yellow Book contains interesting disclosures on the strengthening of the German Army, and Germany's preparations for the war.

The Russian General Rennenkampf is said to have been superseded because he was two days late in taking a position to enclose the Germans.

A Russian column is taking the offensive in the Euphrates Valley, having dislodged the Turks from their positions and captured prisoners and guns.

NEWS.

Interesting war items are given to-day.

Further notes on the crisis appear on page 4.

The funeral of the late Capt. S. Smith took place last evening.

"Our Contemporaries" appears on page 2, and log book on page 6.

General news and an article of America's war sentiment appear on page 2.

DON'T FORGET.

TO-DAY.

Bijon Theatre—9.15 p.m.
Victoria Theatre—9.15 p.m.

TO-MORROW.

Bijon Theatre—9.15 p.m.
Victoria Theatre—9.15 p.m.
Drawing of U.S.B.C. debentures at Club House—6 p.m.
Fifth Gymkhana Meeting—2.45 p.m.

Monday, Dec. 7.

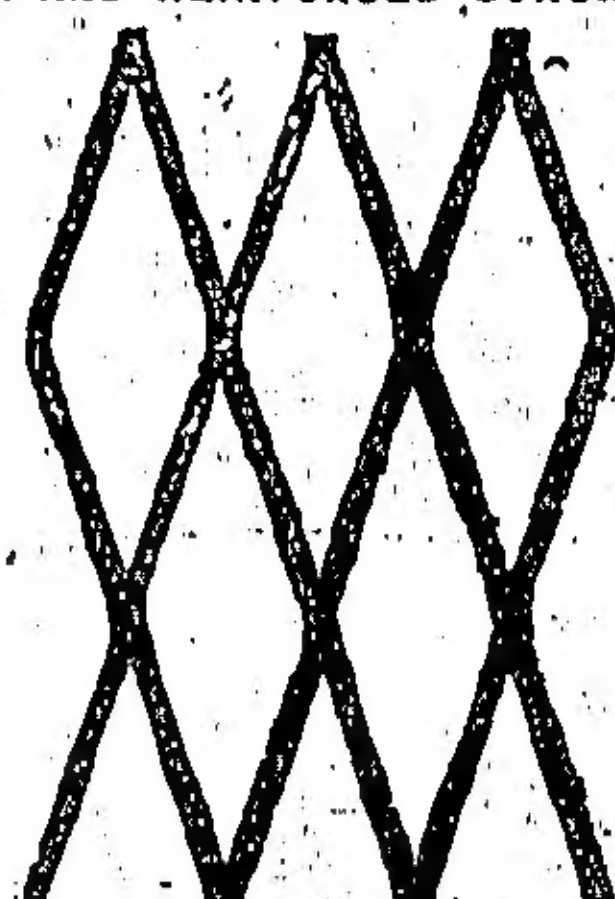
Sale of Teak and Blackwood Furniture, Orriog, etc.—G. P. Lammer's Sales Room—3.15 p.m.
Tuesday, December 8.
Sale of Woollens—G. P. Lammer's Sales Room—11 a.m.

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Hongkong, June 11th, 1913.

Hongkong, 16th August, 1910

LESSONS IN CHINESE.

MR. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years. He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin and Hakka. Those who intend learning the Chinese language are requested to write c/o "Hongkong Telegraph" office or direct to No. 14, Graham Street, 1st floor.

Hongkong, 29th Jan., 1912.

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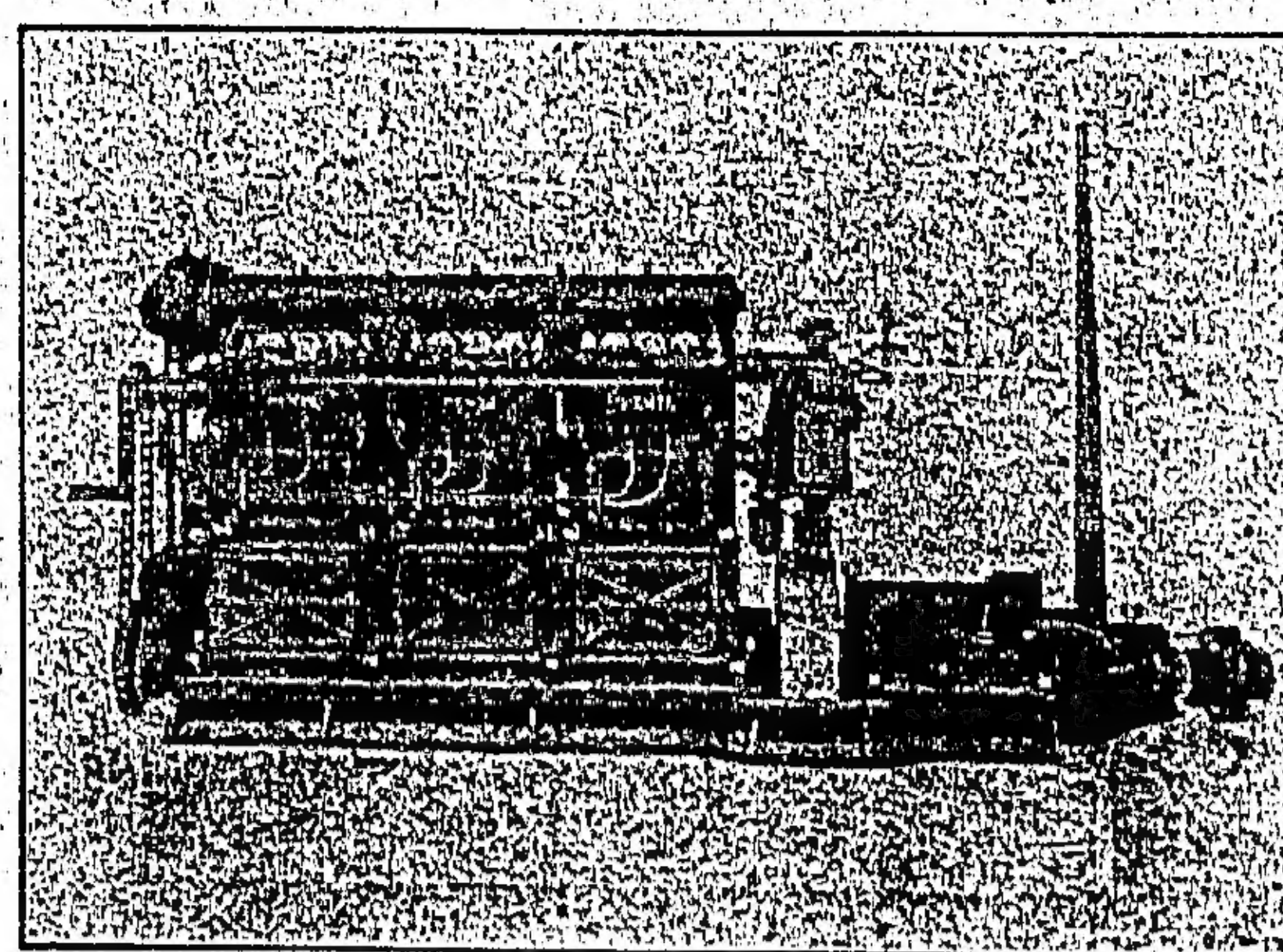
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OUR CONTEMPORARIES.

South China Morning Post.

Unhappy Mexico.

There is still no sign of Mexico pulling herself together. Reports from that "most distressful country" are somewhat obscured by the history that is being made in Europe, but enough is learned from the Manila press to show that internal political conditions in the Central American republic are still as far as ever from what they ought to be. When "President" Huerta left his country for his country's good and followed the aged President Diaz into voluntary exile and permanent obscurity, it was neither unnatural nor improper that General Carranza, chief of the Constitutionalist, should assume the provisional presidency. As events have proved it was both untactful and unwise to do so. Better would it have been, perhaps, to have imitated the example set a few years ago by President Madero, who installed a colleague as provisional president and had his own reward some short while afterwards in being elected to the much sought after though not particularly desirable post of an overwhelming popular majority.

Daily Press.

Chinese Relics.

The establishment of a State exhibition, or Museum, of articles of antiquity and curia in the Palace buildings represents the first step taken by the Government of China to preserve those relics of the past in which she is so rich but of which she was gradually being despoiled. The collection consists so far entirely of articles taken from the Imperial Palaces at Peking and Jehol, and as they would all command a ready sale and high prices in Europe or the United States, their preservation as national treasures represents a real sacrifice on the part of a Government in straitened financial circumstances. The start has been made on a small scale but in the right direction—the articles to which attention has first been directed have been those that were in the most instant danger. But, though every credit is due to the Chinese Government at least for taking the matter in hand, it is doubtful whether anything would ever have been done but for foreign initiative and agitation.

China Mail.

The Influences Affecting Warship Designs. Engineering refers to the influence of contemporaneous developments in chemistry, metallurgy, and thermodynamics on warship design. The strategist and tactician, says our contemporary, may determine what he considers the most desirable preponderant in the various elements which go to make an all-round efficient warship; but in the evolution of the warship as we know it to-day, a most important factor was the development in the three branches of applied science enumerated. There is, for instance, the increased power of explosive compounds as propellants in guns, and their influence on the striking energy of the guns. Again, there is the effect on the gun structure. In addition, there is the advance in the tensile strength of materials, which has also greatly assisted toward the increase in the ratio of energy to weight of gun. Moreover, there is the improvement in the form of projectiles and the advance in the destructive effect of explosive charge in such projectiles.

A Formosa Revolt.

A Taipei, Formosa, despatch to the Asahi reports revolt in the Aiko district, one of the very places where things had been going so smoothly and where guns were being delivered and strongholds surrendered most amicably. The aborigines, says the telegram, attacked the expedition, and were repulsed after a severe engagement, but not until Inspector Aisawa and twenty-six members of the Japanese force had been killed or wounded. Reinforcements have been sent from Taipei and other places with a view to suppressing the revolt.

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TELEPHONE NO. 1013.

Developing, Printing & Enlarging. Hongkong, 18th July, 1916.

GENERAL NEWS.

Hunting Lady's Death.
Oct. 29.—The death occurred this morning of Mrs. Hatfield, wife of Mr. J. R. Hatfield, of Edlington Hall, near Hornsea. The deceased lady, who was well-known follower of the South Wold, Blankney and Burton Hounds, was schooling a hunter over fences, when the animal stumbled and fell upon her, death being instantaneous.

The Treaty of Ghent.
President Wilson has agreed to speak on December 2 at the dedication of a tablet commemorating the signing of the Treaty of Ghent, which inaugurated the hundred years' peace with Great Britain.—Reuter.

No Evening Dress.
Since the war broke out the wearing of evening dress in London theatres and restaurants is the exception rather than the rule and the hotels at which the managers made evening dress compulsory at dinner have abolished all hard and fast regulations.

Snow in North Wales.
Oct. 29.—Snow fell for the first time this autumn in North Wales to-day. The summits of Snowdon and the higher chain of mountains are draped in white.

Kipling and the War.
Mr. Rudyard Kipling, who, in a letter to a friend, has suggested that America comes next in the fighting line, has been strangely silent during this war, remarks the *Globe*. The Boer War found his pen particularly busy, but this grim Continental struggle has called forth but one poem. It is worth saying that the Boy Scouts, although they owe their existence to Sir Robert Baden-Powell, are the direct descendants and incarnation of Kipling's "Kim"—"little friend of all the world." At the end of that delightful book the author predicts a great sphere of usefulness for Kim when he shall have been fully trained in the little things that matter. That prediction has been fulfilled by the excellent work that our Boy Scouts have done.

Interesting City Find.
It was announced at the City Corporation recently that an interesting discovery of relics had been made in the City. The find included a Samian bowl of the period A.D. 50, and some coins. The bowl is declared to be the finest specimen of its kind.

"Tommy Atkins."
"Thomas Atkins," said the assistant gaoler, at Bow-street Police-court recently, introducing one of his prisoners. On hearing this familiar name everyone in Court became keenly interested, and two or three Territorials who were present involuntarily stood at attention. But those who expected to see in "Thomas Atkins" the typical British soldier were disappointed. The prisoner proved to be a bullet-headed youth, 18 years of age, about five feet high, who had been found asleep in one of the doorways of the Lyceum Theatre. He told a policeman that he had been home less for two years. He refused to go to Waterloo Pier for a ticket for lodgings and was accordingly locked up.

The Magistrate (Sir John Dickinson): What is your real name?

Prisoner: Thomas Atkins.
The Assistant Gaoler: It is rather peculiar. He was found on the steps of the Lyceum, where they are playing "Tommy Atkins."

"Tommy" was put back for enquiries.

Well-Known Shanghai Man's Death.

We (*N. China Daily News*) regret to record the death, which took place at Vancouver on November 27, of Mr. H. D. Hooley, of Shanghai, at the age of forty-eight. Mr. Hooley was well-known in Shanghai and the Far East generally. He was formerly an officer in the service of the Canadian-Pacific Railway Company, leaving that service to take the position of wharfinger at the Whangpoo Wharf. Later he became manager of the China Merchants' Wharves and latterly was wharfinger at Messrs. Butterfield and Swire's Pootung Wharf. Mr. Hooley had a serious illness early in the year, as a result of which his eye-sight was seriously affected. He left Shanghai, still very unwell, in July, for Vancouver, British Columbia.

NOTICE

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its Remarkable Growth Not at Expense of Practical Qualities.

When the *Chronicle* Gift Ship proposal was reported in England a leading London journal remarked that only a people so full of sentiment as the Americans could have thought of such a scheme, says the *San Francisco Chronicle*. There may be nothing very profound in that observation, but its compliment marks what is a very general and radical change in the European conception of our national character.

Time was when transatlantic critics classified Americans as worshippers of the almighty dollar and so steeped in commercialism that even our ideals were materialistic. To-day all Europe is canvassing for our good opinion, not because we have a hundred millions of people possessing enormous wealth and occupying the richest national area in the world, nor for our Army and Navy, but because it is convinced of the truth that what we call a love of the "square deal" is really the highest development of the sentiment of justice.

And the sentiment of justice is no mere figure of speech. It is a vital reality. Without this sentiment behind it, justice may be talked about, but it will never be done. Philosophers may refine and define equity, and jurists embody its principles in written codes, but what are these things worth unless the machinery of justice is animated by the instinct of equity in the vast majority of the people?

Where self-interest touches them as individuals, Americans may be no better judges in their own cause than some other highly civilised peoples, but remove that personal equation and the American has more than a sentiment, he has a passion for justice.

It sometimes happens that a wave of popular sentiment on politico-economic matters may express itself in demands for that which is not strictly just, but if traced to its source the so-called hatred of those having great possessions is more the result of misconceptions inspired by demagogues and muckrakers and of misguided humanitarianism than of instinctive hate. The sentiment of justice is sometimes at the bottom of even the unjust and unwise demand.

The colossal sums we spend on educational institutions represent a strong national sentiment for equality of opportunity rather than for that technical and intellectual efficiency valued by European peoples as a national asset. Europe educates her young to the end of community advancement, but, though we recognise this as one purpose of education, our liberally endowed universities are really intended to improve individual opportunities. Europe almost orders the future of the individual; America offers him the best education and leaves him free to choose for himself.

If charitable emotion can be regarded as a phase of sentiment,

FOR THE LADIES.

MADAME D. C. CASULLI, a Parisian Dressmaker, and Certificated Pupil of the "INDUSTRIAL SCHOOL" of Paris, once a Principal and a "Modelist" in the Firm of OLIVAN-BREVET, DOUILLLET, and BEER of Paris—a Special Firm for purchases in Paris.

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Madame D. C. CASULLI, Peak Hotel, Rooms Nos. 91 and 92, Hongkong, 5th November, 1914.

It is another very deeply implanted in the American people. We do not give more because we have more to give, but because our higher standard of living instead of making us grossly materialistic has developed the finer sensibilities. We are more affected by the thought that others are suffering in misfortune than those to whom suffering is a more familiar sight.

Finally, and this is by no means an exhaustive list, look at the books being written and read in America and mark the predominance of the sentimental note. We may not read it all, but we print and publish every year more poetry than all Europe put together. It is the greater amount of human interest that most distinguishes the American newspapers from those of other countries, while in fiction generally our love of the sentimental is notorious. All sentiment is not equally good, but the point is that a people can be pre-eminently practical and at the same time sentimental.

A PAGE OF SECRET HISTORY.

German Use of Falsified Documents.

An extremely interesting article on "The Origins of the Present War" is contributed by Sir Valentine Chirol to the *Quarterly Review*. It traces the consistently warlike tenor of German policy since the day when Wilhelm II. threw over Bismarck and his restricted Continental outlook and assumed the personal guidance of German foreign policy with the intention of making his Empire a "World Power."

The author has no hesitation in attributing to the Emperor himself the responsibility for the present war, as far as the menacing and restless attitude of Germany during his reign. At the same time, his ambition to secure world dominion by brute force has had the support of "not only the whole military caste, but the vast majority of the intellectuals, as well as of the commercial and industrial classes." So far from the famous Kruger telegram having been due, as it is sometimes represented, to a momentary personal impulse, the author recalls that on the day after its despatch Baron Marschall (then Foreign Minister) emphasised to him most strongly that it was a deliberate Government manifesto.

A most remarkable episode, now for the first time made public, was the attempt in the later stages of the South African war to entrap England into an offensive and defensive alliance which would virtually have committed us to the support of Germany in any attempt to override the Monroe doctrine. This was after the failure of the attempt to form against us a combination of the Continental Powers—an attempt in which the Kaiser was the prime mover, though he claimed the credit for its frustration when it had failed.

Sir Valentine Chirol describes how he was supplied with falsified documents by the German Foreign Office, and was promised by Prince Baelow that, as long as he was Chancellor, he would permit

no more the vituperation of England by the German Press. As soon as the informal conversations about the proposed treaty were dropped by England, the inspired attacks forthwith recommenced, and the promises were repudiated with epigrammatic cynicism. There is an interesting summary of the "reasons for believing that Germany was in any case bent upon war this year."—*Times*.

Wireless for General Botha. A telegram has been received from South Africa, says Reuter, accepting the offer of the M. reuter Company, made through General Botha, to present to the force under Brigadier-General Danneberg Mackenzie two complete wireless sets with the necessary equipment and operators.

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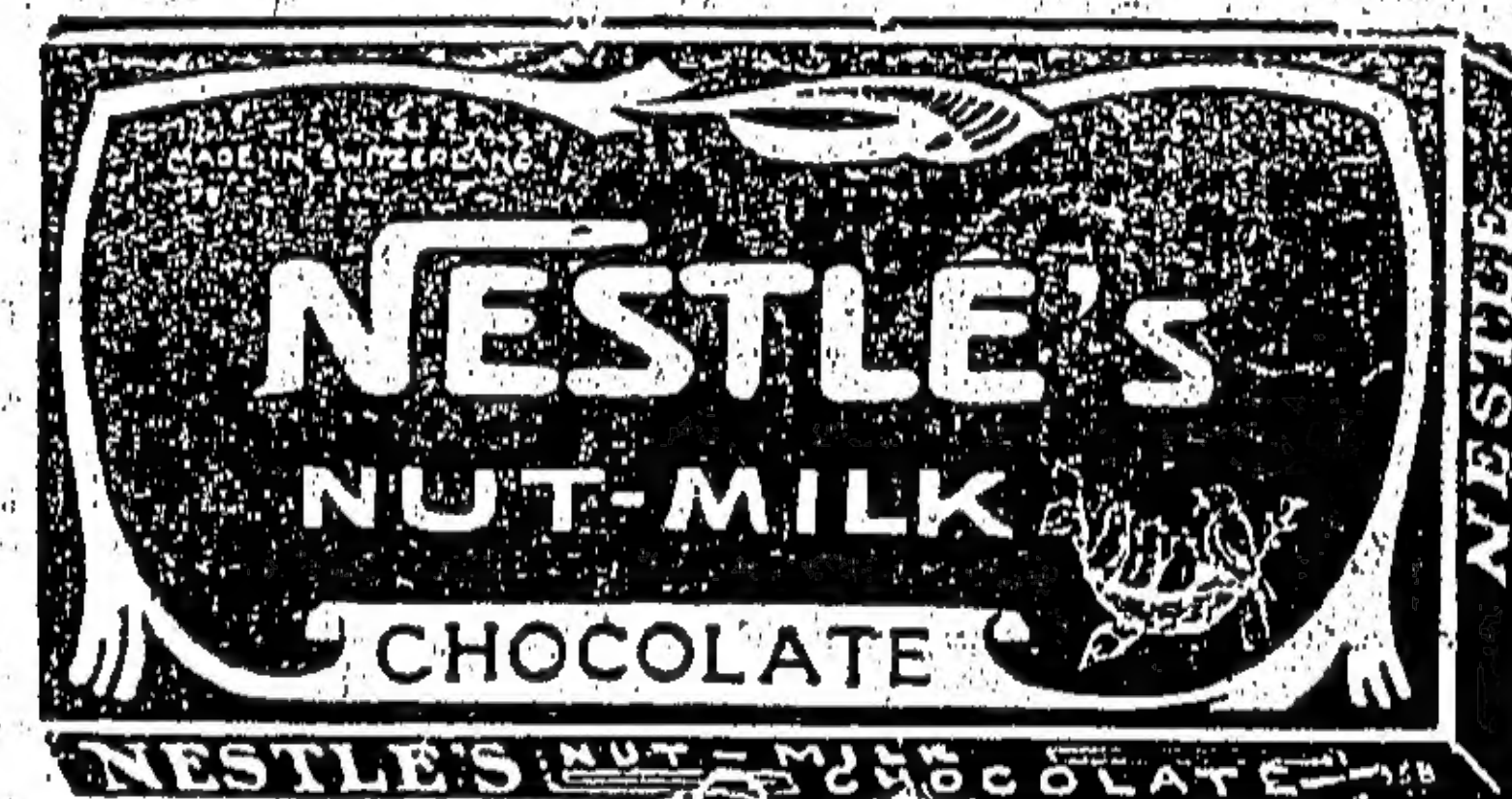
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HONGKONG TELEGRAPH, FRIDAY, DECEMBER 4, 1914.

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The Hongkong Telegraph.

HONGKONG, FRIDAY, DECEMBER 4, 1914.

OUR HEROES' FUTURE.

The man fighting for the Empire is our hero at the moment, and every other word is in his praise. We familiarly call him "Tommy," or perhaps it may be "Jack," whilst his company is even sought for by those who would, but a few weeks ago, have rather objected to his being permitted the same smoke-room. But when we have finished crashing the drums and cymbals of praise, when we have exhausted ourselves in corneting his heroism on deck and in the trench, what remains in evidence of the cheaply-endowed glory in which he for a time basked? To the tune of millions, pounds are rolling into the coffers of the Prince of Wales' Fund, which has for its object the provision of necessities for the dependents on our hero whilst he is fighting his country's battles and righting a nation's wrong. But when he returns. What? Perhaps maimed and lamed, his health impaired and his hopes of a return to the comforts he enjoyed when strong and untattered, shattered beyond all repair. What is there in being a hero if that is the reward? It is then that dreams of valor become nightmares of madness, and every mile trod in quest of the foe transforms itself into a period in the march to the limits of social disaster. Such is the hallucination of national heroism. From Balacava our heroes, at least many of them—far more than we should have to acknowledge—carved their way to the miserable precincts of the workhouse on route to the grave they were unfortunate enough to avoid in the fight for England's glory.

Such a state of affairs should never be permitted again, and in order to prevent a recurrence of this reward for heroism, it is time now—not in a few years to come, when remembrance takes flight on wings that beat faster than those of time—to take steps which will insure our fighting sons to-day against poverty to-morrow, when our victory is won, and when those who stayed at home are enjoying the freedom that these gallant ones have maintained for them—a legacy of our warriors who have gone before. We shall be told by the wise that it is a State matter, but a State matter is usually no one's matter when it comes to be performed, and wordy battles across the floor of the House, waged for years and years, compensate not for empty stomachs and fireless hearths. Some of the Nation's influential men not on active service should see to a Commission being formed that will undertake to demand that some scheme of rewarding those who have fought, beyond medals and ribbons, be put into operation and carried out in the manner that it should, and in a way which, even at its best, could only pay the debt we owe to those who will benefit by it.

We await the advent of some such scheme and we are firmly of the opinion that when such a plan is put on foot, the nation will rally to it just as the nation has rallied to the call to arms. Surely if we can find millions so easily for shot and shell, we can call an odd one or two for the men who used them for us. If we cannot, then it is a sad thing for Britons to acknowledge.

A Kowloon Eyesore.

The piece of vacant land in front of Victoria View, Kowloon, flanking one of the main roads of the peninsula, was many months ago disfigured by the erection of a builders' yard with the usual group of ramshackle sheds, etc. At the time there were loud complaints from the occupants of adjacent European houses, both at the fact that the erection constituted an eyesore to the locality, and that the presence of Chinese workmen, who both worked on the premises during the day and slept there at night, was anything but desirable. Some weeks back it was observed with feelings of satisfaction that the buildings were being demolished and that the erstwhile occupants had disappeared. But the work has only been half done. Portions of the sheds and out-houses are still standing, and nobody seems in a hurry to clear the spot. At the moment, indeed, the place presents a more unkempt appearance than ever it did. What near-by householders are now wondering is when the job will be finally completed. It is somebody's work—whose, we do not know. But the authorities might do worse than to discover the slackers and prod them into some degree of activity.

"L. T. Meade."

By the death of Mrs. Toulmin-Smith, better known as "L. T. Meade," which we reported yesterday, the girls of England will lose a very old friend, for her books have been before the public any time this last five-and-thirty years. If her work had a tinge of the "goody-goody," and rather more than a tinge of the sentimental, it was at least clean and wholesome. Of course, all pulpitaries are not alike, and the very elements in Mrs. Toulmin-Smith's books which attracted the ordinary girl, would irritate or repel one whose tastes happened to be more pronouncedly intellectual. It is sometimes said that writers of the stamp of this lady are "going out," ousted from their old popularity by persons of the Miss Golleri order. We sincerely hope not; nor can we altogether believe the statement; for, if reprints and publishers' advertisement columns be any criterion, the class of volumes popularly known as "books for girls" is as well to the fore as ever.

Youthful Novelists.

"L. T. Meade" had this in common with a few greater and better known writers: that she began her literary career early; for we believe she was but seventeen when she wrote her first book. This was exceptional, for the majority of successful lady novelists have got near—or to the wrong side of—thirty before beginning. An exception that occurs to us, however, is the case of Mrs. Ormstrong, who wrote first as "Ralph Iron" and, later, under her maiden name, Olive Schreiner. She was but seventeen when she planned, and practically finished, one of the greatest novels ever written by a woman: "The Story of an African Farm." How a mere slip of a girl, brought up within the narrowest imaginable limits (for she was the daughter of a Calvinistic preacher and passed her childhood on an out-of-the-way Boer farm) could have conceived a work of such remarkable strength and breadth is something of a mystery. What is perhaps even a greater mystery still, is the fact that, since the publication of this extraordinary achievement, its author has written nothing else—nothing, that is to say, above the common run of feminine fiction. Is this the penalty of a rily success, or is it merely that "all the eggs went into one basket?"

Suicide of a P. and O. Agent. Bombay, Nov. 3.—Mr. A. B. Barney, Superintendent, local office, P. and O., jumped into the street from a high office window this afternoon. Death was instantaneous. The Coroner's inquest resulted in a verdict of suicide when temporarily insane. Mr. Barney was a good sportsman and very popular, but was of a nervous disposition and his work lately evidently worried him unduly.

DAY BY DAY.

THE CLOUDS OF MISFORTUNE ARE ONLY A TEMPORARY ATMOSPHERIC DISTURBANCE IN THE BLUE SKY OF HAPPINESS.

The Weather.
Lower level 8 a.m. Temp. 71; overcast.

At the Peak 8 a.m. Temp. 65; heavy mist.

The Mails.
Siberian Mail.—Due to arrive to-day.

English Mail.—Closes to-morrow at 9 a.m.

Siberian Mail.—Closes to-morrow at 4 p.m.

Australian and European Mail.—Closes to-morrow at 5 p.m.

Count the Columns.
Yesterday the Telegraph published 35 columns of solid reading matter. To-day there will be 36 published.

The Dollar.
The rate of the dollar on demand to-day is 1s 9.7-16d.

Left by Mongolia.
Among the passengers who left by the s.s. Mongolia was Mr. A. Shelton Hooper.

Arrived.
Among the arrivals from Home by the Hiram Maru were Mr. and Mrs. Bowley and Mrs. Pattenden.

"The Scorpions."
The first dance of the season arranged by the "Scorpion" Dancing Club has been fixed for Wednesday next.

Two Sons Lost in One Day.
The many friends of Mr. Tottie, formerly of Shanghai, will have learned with much regret of the severe losses he has been called on to bear by the war. On the same day as he lost one son drowned, when H. M. S. Aboukir was torpedoed in the North Sea, he also lost another son fighting at the front in France.—London and China Express.

S. W. Borderers' Officers.
The vacant majority in the South Wales Borderers has been filled by the promotion of Captain R. W. Bradley, who was latterly serving at the Royal Military Academy. The adjutancy of the 8th Service Battalion of the Borderers has been given to Lieut. R. G. Lochner, 1st Battalion, who has been four years in the regiment. Major G. C. Palmer, D.S.O., late South Wales Borderers, who has been appointed to the lines of communication, served for 27 years in the South Wales Borderers, and went on pension in 1902. He saw service in the Kaffir campaign 1877-79, and got the D.S.O. for the Boer War.

A HANKOW CASE.

On October 19 Mr. Justice Joyce heard the action of Frank v. the Hankow Light and Power Company. Mr. Stone said that plaintiff and debenture holders and holders of deferred shares were asking for a declaration that the ordinary shares were non-accumulative. The company was registered in 1906, and for some time, apparently, made little or no profit; but in 1913 considerable profits were made, and the directors wanted to pay interest on the ordinary shares on a cumulative basis. It appeared that when the applications for shares did not come in very quickly the offer of cumulative interest had been made. The plaintiff's argument was that the board had not the power to make that alteration. Eventually his Lordship declared that the whole of the ordinary shares of the Company would bear interest on the cumulative basis.

Singapore Tramcar Smash.
An alarming tramcar smash occurred on the Serangoon Road near the bridge over the Kallang River, Singapore, last week. It appears, says the Straits Times, that two cars were proceeding in opposite directions and entered a loop where they passed each other. One of the cars endeavoured to pass out on to the straight line before the other vehicle was clear, with the result that there was a crash and a general smash-up. A car was struck near the second bench from the front, some seven standards being broken and the roof collapsing. Although there were a dozen passengers travelling in the damaged car they all appear to have escaped without injury, but it is understood that one of the conductors was seriously hurt and had to be removed to hospital.

NOTES ON THE CRISIS.

HUMBLED GERMANY.

A New Frame of Mind Revealed.

How are the mighty fallen! Big, blustering, brutal Germany, who a few months back would have us believe that she feared neither God nor man, has apologised to peace-loving little Portugal for having invaded the latter's territory in Africa. She must surely be a very humbled Germany to climb down off the pedestal like that. Coming so hard on the announcement that Portugal was only waiting for a suitable moment at which to enter the lists on the side of the Allies, the apology seems to indicate that the Kaiser realises that he has lost enough already—more than he can handle, in fact. Thus he comes to Portugal, cap in hand, full of expressions of sorrow, just as a bully would to a small boy whom he has insulted, when the small boy, having the comforting knowledge that he has big, strong chums ready to take his part, is preparing to get a little of his own back.

Then and Now.
And what has Germany's sin against Portugal been that she should come and ask pardon? As we recall it, a handful of German soldiers crossed the Portuguese border, and the very smallest of "incidents" ensued. For that she now goes on bended knee to Portugal. That was not her mood at the outbreak of war. Did she not begin by invading the territory of independent Luxembourg? And was an apology offered in that instance? None whatever. Then came her greatest of all sins—the violation of Belgian neutrality. Did she express her regrets to Belgium? We know that, far from doing so, when the gallant Belgians resisted the intrusion, she turned all her power of men and arms on to the innocent, laid waste the land, slew men, women and children by the thousand, and exacted staggering indemnities into the bargain. That was the Germany of four months, three months, two months, and even one month ago. But it is not the Germany of to-day. She has known now what it means to challenge the whole world to arms. She is beginning to lose confidence in herself. The over-bearing, brutal nation of yesterday is the craven coward of to-day. Yesterday Germany said, "Small states must be forced to follow us or be cowed." To-day she is abjectly apologising to Portugal.

One Explanation.
But cowards are generally endowed with cuteness. And Germany plainly sees that it will be to her advantage if she can keep in the good graces of even so small a nation as Portugal. For Portugal has big overseas possessions, both in East and West Africa, which adjoin German territory. With Portugal on our side the task of reducing Germany's only remaining Colonies would be materially facilitated. Germany sees that, and that, may be, is one of the reasons which has induced her to go the length of imploring Portugal to remain good friends. But we imagine that neither Portugal nor anybody else will take the least notice of this belated and transparent apology. All along the Kaiser has been asking for trouble. He is getting it. And he will get it more still before he is finished with.

Bomb-Dropping.
A message to hand this morning shows that German aviators are not the only folk who can drop bombs from overhead. Berlin, we read, has been thrown into a state of excitement by a report to the effect that an airman has dropped bombs on the cannon hall at Krupp's factory at Essen. Essen is situated in Rhenish Prussia, relatively close to the Belgian frontier, and it is probable that the flight was made from France. In that case it was a fine feat. But the chief point is that in their aerial attacks the Allies generally have some very definite and useful end in view, witness the raid on the Zeppelin sheds at Friedrichshafen and now the attack on the Krupp Works. Operations such as these are much more damaging than the dropping of bombs on say Paris or even London. Good luck to our airmen.

THE LATE CAPT. S. SMITH.

The Funeral Yesterday Afternoon.

There was a particularly large gathering at the Protestant Cemetery yesterday afternoon, when the mortal remains of the late Capt. Samuel Smith were laid to rest. The deceased was very popular in the Colony and was a favourite in the local sporting world. He had been in the Colony for almost twenty years, at one time as skipper of the Edith, and latterly as captain of the Admiralty tug Cherub. For some considerable time deceased had not enjoyed the best of health, suffering internally.

The graveside was a mass of flowers, the number of wreaths being unusually great. They represented all classes of society in Hongkong, among them being one from the Kowloon C.O., with the club colours; the officers of His Majesty's Dockyard and Naval establishment; Kowloon Dock Staff; the Commander and Staff; the crew of s.s. Edith; members of the Royal Naval Police; the Sanitary Department, R.N. Yard, Kowloon; the Victoria Gaol Staff; the Revenue Department and the Civil Service Recreation Club.

The coffin was borne to the grave by six members of the Dockyard Police, and the Rev. D. B. Reynolds performed the burial service. The chief mourners were Captain Watson, of the Kowloon Dock; Captain Cousins, H.M.S. Atlas; and Dr. Hunt. The various clubs with which the deceased was connected were represented at the graveside.

VOLUNTEER ORDERS.

Corps Orders issued yesterday by Lieut.-Col. A. Chapman, V.D., state:—

Musketry.—The Recruits of all Sections (except Right Section, M.G. Co.) who have not fired Part I of the Musketry Course will attend King's Park Range on one of the undermentioned dates:—Saturday, 6th inst., 2.30 p.m.; Sunday, 8th inst., 9.30 a.m. Officers Commanding Sections will detail sufficient N.C.O.s to assist the Instructor.

Resignation.—Pte. J. K. Jolly is permitted to resign dated 5.12.14.

Parades.—Parades for to-morrow, Friday 4th inst., Nil.

TO-MORROW'S GYMKHANA.

The fifth meeting under the auspices of the Hongkong Gymkhana Club takes place at Happy Valley to-morrow afternoon, the first race being at 2.45 o'clock. A splendid programme has been arranged and an afternoon of excellent sport should result. Besides the customary events, there will be a mule race, as well as foot races for Indian troops. The band of the 25th Punjab, under Bandmaster Newman, will be in attendance.

It is hoped there will be a large attendance, as the proceeds are to be devoted to the Prince of Wales' Fund, without any deductions for expenses. Members of the Club have been requested to forego the privilege of free admission so as to swell the proceeds.

FIGHTING FRIENDS.

The South Wales Borderers and the men of H.M.S. Triumph seem to have struck up a rare friendship, which was most apparent on Wednesday when the two bodies of men got together at the City Hall. The reason for this appears to be that during the fighting at Tsingtau the naval men learnt that the Borderers were without tobacco in the trenches, and, in order to supply their comrades with a share of the weed, they went without themselves for a week and sent it ashore to the soldiers.

"TIPPERARY."

Russian Soldiers' Version of the Chorus.

A correspondent sends us the following Russian soldiers' version of the "Tipperary" chorus:—
We are hearing that Berlin City
We shall get there right soon
Then we'll eat the German sausage
And drink the Kaiser's beer.
Farewell Kaiserin,
Good-bye Kaiser Bill,
We are making haste for Berlin City
We'll soon get there.
—BY ELIE NAPTALY.

ENEMY SHIPS IN SUEZ CANAL.

Action by Egyptian Government.

His Majesty's Government have issued a notification in the following terms to the representatives of foreign maritime Powers in London, and have asked them to communicate it to their Governments, says the Times of Oct. 23.

Since the outbreak of war certain ships of enemy countries have remained in the Suez Canal. Some of these vessels were detained by the Egyptian Government on account of hostile acts committed in the Canal; some because there was reason to apprehend that they contemplated hostile acts, others, though perfectly free, have refused to leave the Canal in spite of the offer of a free pass, thus disclosing their intention to use the ports of the Canal merely as ports of refuge, a measure which is not contemplated by the Suez Canal Convention.

His Majesty's Government do not admit that the conventional right of free access to and use of the Canal enjoyed by merchant vessels implies any right to make use of the Canal and its ports of access for an indefinite time to escape capture, since the obvious result of permitting any such course must be greatly to inconvenience and even to block the use of the ports and Canal by other ships, and they are consequently of opinion that the Egyptian Government are fully justified in the steps which they are taking to remove from the Canal all enemy ships which have been long enough in the Canal ports to show clearly that they have no intention of departing in the ordinary way, and that they are putting the Canal and its ports to a use which is inconsistent with the use of the Canal in the ordinary way by other shipping.

The Sheltering Vessels.
It had previously been reported that the enemy vessels which were sheltering at Port Said and Suez had been escorted to Alexandria.

According to information received by the Liverpool Underwriters' Association the following twelve enemy vessels were at Port Said:—
Gutenfels... 5,528 Hansa
Werdenfels... 4,504 Hansa
Helgoland... 5,666 Norddeutscher Lloyd
Concordo... 1,793 A. Giannovich & Co.
Rabenfels... 4,678 Hansa
Aeneas
Rickmers... 4,083 Rickmers
Rostock... 4,957 Deutsch-Australische
Barenfels... 5,368 Hansa
Derfflinger... 9,144 Norddeutscher Lloyd
Pindos... 2,933 Deutsche Levante
Lauterfels... 5,811 Hansa
Koeter... 5,440 Lloyd
Austriaco...
And the three German vessels named below were at Suez:—
Lutzow... 8,828 Norddeutscher Lloyd
Goslar... 4,331 Deutsch-Australische
Annaberg... 4,463 Deutsch-Australische
Seven enemy vessels were already at Alexandria, as follows:—
Andros... 2,991 Levante Konor Emil... 2,991 "Union"
Achais... 2,733 Deutsche Levante
Istria... 4,221 Hamburg-Amerika
Dron...
Suedmark... 5,123 Hamburg-Amerika
Haidar
Pascha... 3,424 Deutsche Levante

BIG OPIUM CASE.

Serious Charge at the Police Court.

This afternoon, in the Police Court, before Mr. F.A. Hazeland, Ramon Ramos, proprietor of the Victoria Theatre, was charged that he, not being the Superintendent of Imports and Exports, unlawfully did import into the Colony 3,140 taels of prepared opium on November 27. A second charge was to the effect that he had, on the same date, in his possession a similar quantity of opium which was not Government prepared.

Mr. Eldon Potter, instructed by Mr. J.H. Gardiner, appeared for the defendant, who pleaded not guilty.

Prior to the opening of the case, Mr. Potter said his Worship would remember that on Saturday last there was an application for bail. It was reported in the local papers that he, counsel, stated that the Spanish Procurator was in some way or other interested. He did not recollect mentioning either the Spanish Procurator or Procurator.

His Worship said he did not remember it either.

The case outlined by Mr. Hodgson was that Revenue Officer Wilden, on November 27, went on board the s.s. Sui Tai, where he saw the defendant take delivery of twelve cases of furniture. The officer had some conversation with the defendant and he claimed the furniture. Two of the cases were picked out and they were taken from the ship to the wharf. These two were opened by the inspector, in the presence of the defendant, and were found to contain two iron safes. The inspector smashed open the sides of the safes and found concealed in the sides, where there was usually asbestos, a large number of tins of opium. They were very cleverly concealed and, of course, it was very difficult to detect such a hiding place as that. The safes themselves were quite empty. The defendant was taken up to the charge room and charged upon the above two charges. He made statements which would be put in, and he would also prove that the opium was not Government-prepared and would also give evidence as to the value and weight of the opium. The value was \$31,100 and the weight 31,110 taels; he thought he had never personally had to deal with such a large consignment.

Revenue Officer Wilden bore out counsel's statement and said that to prevent their rattling, the tins were packed with earth in the sides of the safe.

In answer to Mr. Potter, witness said that the cases in which the safes were, were marked "S.M., Manila." The cases containing the furniture were marked in a like manner. The shipping order bore the entry concerned, twelve cases of furniture by the Yuen sang from Manila. The paper was obtained from the man on a cargo boat into which the cases were to be lowered. None, however, had been put into the cargo boat. Witness had seen the boatman since. The defendant told witness that the cargo was to be taken to Manila. The defendant asked to be allowed to have tiffin before being taken to the station. He was allowed to have tiffin in the presence of another Revenue officer, who subsequently allowed the defendant to send a telegram to Macao. The revenue officer looked over the telegram before it was sent. It read, "Come tomorrow morning," or words to that effect, and was addressed to Martin's. At the police station, witness was present, when the defendant made a statement in Spanish. The first statement read: "On November 25 I received a letter from Macao asking me to take delivery of twelve packages of furniture for Manila." The second one was: "I know nothing about the opium." The defendant, said witness, spoke "pretty poor" English.

The master of the cargo boat was the next witness called. He obtained the shipping order from Messrs. Jardine Matheson and Co.'s office, on the defendant's instructions. Eventually he handed it to the defendant who gave it to the officer.

Cross-examined witness said

AU REVOIR.

Our Home Contingent and their Friends.

The scenes when the members of the Hongkong Contingent look leave of their friends in the Colony, were such as will live long in the memory of those who witnessed them. Boys who had been the members of popular messes were surrounded by their friends croaking their last jokes for many a day, ladies of their acquaintance lavished attention on them and made the departing ones the envy of those who will remain, the newly enlisted rabbed shoulders with the seasoned soldier in a most "pally" manner; the whole atmosphere was invigorating. No doubt there were many heavy hearts, but there was not the slightest outward indication that any deep emotion was felt. The boys themselves were in high glee, and it is a merry party that is going forward to serve its glorious country.

Naturally everything was commensured with hurly burly, rush and tumble. There was baggage by the ton, and the other necessaries necessary for the trip. A well-known local comrade appeared to be at his wits' end to comply with his multifarious orders and duties. Chinese boys scrambled on board with packages which by their reception told one they contained many little luxuries for the voyage. Naval men intermixed with their soldier brethren, all looking forward to a good time between now and the day when they settle down to the carry out the contract in His Majesty's name which they have undertaken to perform. And, judging by their physique and spirits, they will render a very creditable account of themselves when the call is made.

HONGKONG FOOTBALL ASSOCIATION.

A meeting of this Association will be held on Monday next, December 7, at the Royal Artillery Barracks at 5.30 p.m. Every club should be represented efficiently, as the business will be important.

Commencing at 8 o'clock (following the above meeting) a meeting of Div. I and Div. II secretaries and councillors will be held in the same place. Business:—Arrange programme for Div. I; decide as to programme for Div. II as a result of the recent voting.

A proposal will be laid before the Council at Monday's meeting that an examination shall be held in a few days for the post of official referees. All intending candidates should forward their names to the Hon. Sec. (Mr. F.W. Eager, R.N.O. Depot) at once.

he had instructions to take the packages to the s.s. Yuen sang. When he went to Messrs. Jardine Matheson and Co., he, in fact, obtained two shipping orders. One was handed to the inspector, and the other concerned some cinematograph films which also were to be taken to the Yuen sang.

Mr. Potter said that it was admitted by both sides that a through bill of lading could not be obtained from Macao to Manila. He submitted there was no case to answer. The defendant was charged with importing opium and also with being in possession. He submitted there was no shadow of evidence to show that the defendant had any knowledge of the opium until Inspector Wilden opened the case. That being so, he had no case to answer. It was upon the Crown to show mens rea. Counsel pointed out that Mr. Wood had held it was necessary in the case of Talati.

His Worship said he would like to hear the point argued, because Mr. Wood's decision was not binding upon him. Mr. Hodgson said that this case was not on all fours. In some cases it was necessary, and in some it was not.

The case was adjourned until 2.15 p.m. on Tuesday next.

THE "BLUEBIRD."

Two Thousand Dollars for Prince of Wales' Fund.

As a result of their recent successful production of the "Bluebird" the A.D.C. are able to hand over to the Prince of Wales' Fund the substantial sum of \$2,000. Considering the costly nature of the production, this must be considered an excellent achievement, but it is fully recognised that it was chiefly due to the generous manner in which so many lent their services for the good of the cause.

Of the many who gave such material assistance, the Press must be singled out first, as they one and all advertised free of charge. Messrs. Montrose & Co. placed their entire booking facilities at the A. D. C.'s disposal and lent pianos. Messrs. the Paris Toilet Club likewise kindly lent wigs, etc. Special thanks are due to Messrs. Noronha & Co. for undertaking all printing at cost price and to the Electric Light Co., for generously supplying fittings and labour at very low cost. Further, mention must also be made of the invaluable assistance rendered by Messrs. Lane Crawford & Co., who worked at reduced rates and partly for cost.

Thanks are also due to Messrs. Weissmann & Co., for supplying refreshments free of charge and thereby swelling the proceeds.

YARN MARKET.

Negotiations for Avoiding a Crisis.

Messrs. Polishwalla and Kotwall, in their report of to-day's date, state:—

Our last report, per s.s. Nabia, was dated 21st ult.

The past fortnight has not brought about any relief in the situation, and the market still remains disorganised and depressed. A few sales, strictly confined to prompt clearances, have come under our notice, consisting of well-known tickets of No. 10, and booked on a basis of further concessions in rates. In some instances as much as \$5 per bale reduction has been accepted.

Pending negotiations for a settlement, which we understand are proceeding between some dealers and importers, all outstanding contracts are now in abeyance, it being impossible for the dealers to meet the enormous losses on their old contracts.

Total sales 2,100 bales, unsold stocks, 64,800 bales. Sold but undelivered in the godown and to arrive, 27,000 bales.

Arrivals.—The extra str. Kangoon Maru and Banca, from Bombay, have brought in 11,500 bales for Hongkong and 8,000 bales for Shanghai. Shipment from Hongkong to Shanghai 1,000 bales.

Shanghai.—A small business has been done at declining rates. Japanese Yarn.—Sales as follows:—100 bales Sateu No. 10 at \$1.01; 100 bales No. 20 at \$1.13; 100 bales Yellow Jass No. 20 at \$1.10.

Raw Cotton.—No sales for Bengal, 500 (small bales) Chinese have been sold at \$25 per picul. Quotation, Bengal at \$17 to \$19, Chinese at \$21 to \$27.

Clothing Missing. A Chinese has reported the loss of clothing to the police.

Watch and Chain Missing. A Japanese passenger on the Hirano Maru reports the loss of a gold watch, chain, and some money, whilst the vessel was lying alongside the wharf.

A Good Lesson. At the Marine Court, this morning, a Chinese who was found on board the Hirano Maru, without permission, was sent to gaol for six weeks with hard labour.

Sale Postponed. Mr. G. P. Lammer's sale of furniture, curios, etc., fixed for to-morrow, has been postponed until Monday.

DAIRY FARM NEWS.

HAM AND BACON

ABSOLUTELY THE BEST IN THE COLONY.
BREAKFAST BACON in rashers
90 cts. per lb.
MILD CURED HAM
85 & 95 cts. per lb.

WAR ITEMS.

Future of Yap. The Tokyo Nichinichi reports that the result of negotiations between the Japanese Government and Britain has decided to hand over to Britain the island of Yap which was occupied by the Japanese squadron. It is further stated that the transfer will take place toward the end of this month, when a batch of troops is expected to come over to the island from Australia to relieve the Japanese naval force stationed there as a garrison.

Killed in the Cameroons. It is announced that Captain E. S. Brand, of the Royal Fusiliers, who was serving with the West African Regiment under Colonel E. H. Georges, has been killed in action in the Cameroons. He was a clever Chinese linguist and was for some time the senior subaltern in the Chinese Regiment of Infantry at Weihaiwei.

German Shipping Losses. The loss which the German commercial fleet suffers as a consequence of the war has been estimated by Mr. Huldermann, director of the Hamburg-America Line, at Mks. 5,000,000 per month, and he supposes that after the war this loss will be considerably more.

Hospital Ship's "S.O.S." A message received at Lloyd's signal station at St. Catherine's Point, Isle of Wight, stated that the French ship Marie Henriette was ashore near Cip Barfar with wounded soldiers on board. "S.O.S." signals were received at Niton by wireless. A French ship was standing by.

When last heard it was reported that all the Marie Henriette's lights were out.

Estates of Officers. Lt.-Commander Walter Grubb, Gunnersy Lieut. H.M.S. Cressy, son of Lieut.-Colonel Alexander Grubb, late R.A., who went down with the Cressy on September 22, left £152.

Captain Gerald Wynter Blathwayt, R.F.A., son of Mr. A. P. Blathwayt, of Northwood Grange, Middlesex, who was killed at the Aisne, on September 14, left £397.

Captain Robert Frank Hawes, 1st Battalion Leicestershire Regt., who was killed at Vailly, on September 23, left £102.

Captain Arthur Henry Montgomery Roe, Dorsetshire Regt., died from wounds in the base hospital in France, on September 16, leaving £334.

Count Bernstorff's Latest. Washington, Oct. 26.

Count Bernstorff, the German Ambassador, is now contending that Germany has a right to land troops in Canada if possible, and thus secure a temporary foothold on the American Continent. He declares that as Canada is sending troops to Europe to fight against Germany, the United States should not consider it an infringement of the Monroe Doctrine if Germany should land a force in Canada.

British Order for French Nurse. The London Gazette makes the following announcement:—The King has been graciously pleased to confer the Decoration of the Royal Red Cross upon Mademoiselle Eugénie Antoin, of Vailly-sur-Aisne, in recognition of her courageous and devoted services to the British wounded in hospital at Vailly-sur-Aisne whilst the village was under shell fire.

Servian Prince to Serve in Russia. Petrograd, Oct. 19.

Prince Arseno Karagorovitch, brother of the King of Servia, has arrived in Petrograd to join the Russian Army, in which he fought during the Russo-Japanese War, when he was present at the battles of Mukden and the Shabo.

Buying Horses. British agents resumed the buying of horses here to-day, says a St. Louis telegram of the 5th ultimo. They have orders to buy 10,000 head and have placed an order with one local firm for 500 a week. The French are buying horses here at the rate of 350 a day.

Bankers at the Front. Over 900 members of the staff of the London City and Midland Bank are now enrolled in His Majesty's Forces. The Bank has arranged to pay full salary to all during their absence, and their positions in the Bank will be kept open for them on their return.

TO-DAY'S ADVERTISEMENTS. NIPPON YUSEN KAISHA. NOTICE TO CONSIGNEES. FROM EUROPE, COLOMBO AND STRAITS. HE Company's Steamship

"IYO MARU" having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional goods will be carried on unless instructions are given to the contrary before NOON, TO-DAY. Goods not cleared by the 10th December, will be subject to rent. Damaged packages must be left in the Godowns for examination by the Consignee's and Co.'s representatives at an appointed hour on Tuesday & Friday. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA, Agents.

Hongkong, 3rd December, 1914.

TO LET.—Nice Flats of 6 ROOMS, in Kowloon; suitable for Europeans, Airy, in good locality, Electric Light, Water, Bathroom, Kitchen. Moderate rent, varying from \$20 to \$40. Telephone accommodation. Also furnished Rooms.—Apply H. Ruttonjee, Royal George Hotel.

NOTICE. I, the undersigned, LEONARD VICTOR LANG of 14 Fenchurch Street, London, late of Hongkong, China, a natural born British Subject DO HEREBY GIVE NOTICE that by a Deed Poll under my hand and seal dated the 9th day of October, 1914, and enrolled in the Central Office of the Supreme Court of Judicature in England I have assumed and taken and intend henceforth upon all occasions and at all times to sign and use and to be called by the name of LEONARD VICTOR LANGSTEIN.

Dated this 27th day of October, 1914. (Sd.) L. V. LANG.

LOST.—Peking Spaniel, answered name of "QUEEN" with brown marks under eyes. Finder please return to Hongkong Hotel and receive reward.

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HENRY HEATH,
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Attractive shapes designed to suit men of all ages, build and features.

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The leading French Jewellery House.
WATCHMAKERS, FANCY GOODS, OPTICIANS.
WRIST WATCHES
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SEE THAT YOU BUY
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IT MEANS
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This rare old Scotch Blend is distinguished by having a Bouquet as in fine old Matured Wines.
Guaranteed Bottled & Capsuled
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PRICE PER CASE 1 DOZEN QUARTS, DUTY PAID, \$21.00
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CANADIAN PACIFIC
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All Steamships leave Hongkong at noon.

The "EMPRESS OF RUSSIA," and "EMPRESS OF ASIA" are new quadruple screw 21 knot turbine steamers, of 16,850 tons gross, 30,625 displacement, the finest, fastest and most luxurious on the Pacific.

The direct route to Canada, United States and Europe, calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama and Victoria, B.C.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with Marconi Wireless apparatus.

PASSAGE RATES HONGKONG TO LONDON.

"EMPRESS OF RUSSIA," "EMPRESS OF ASIA," via Optional Atlantic Port, £71.10.

"EMPRESS OF INDIA," "EMPRESS OF JAPAN," via Optional Atlantic Port £65.

"MONTAGLE," Intermediate service, via Canadian Atlantic port £43, via Boston or New York £45.

Rates quoted above do not include meals and sleeping car across Canada. These, if required, will be furnished for £6 additional.

SPECIAL RATES (First Class only) allowed to Naval and Military officers, Civil Service employees, Missionaries, etc., etc. Passengers purchasing Trans-Pacific Round Trip passage tickets have the option of returning from San Francisco by the steamers of the Pacific Mail S.S. Co., or Toyo Kisen Kaisha.

Local and through passengers may, if desired, travel by rail between Ports of call in Japan.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China.

Corner of Pedder Street and Praya, opposite Blake Pier.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

Regular Service Between

CALCUTTA, STRAITS, SHANGHAI and JAPAN PORTS

EASTWARD.

Steamers are despatched Eastward and Westward at regular intervals, taking passengers and cargo at current rates.

DAVID SASSOON & CO., LTD.

Hongkong, Aug. 31, 1914.

Agents.

THOS. COOK & SON,

Tourist, Steamship and Forwarding Agents, Bankers, &c.

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BAGGAGE collected, forwarded and insured at lowest rates.

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THE AUSTRALIAN
ORIENTAL LINE

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS
SAILING (SUBJECT TO ALTERATION).

Steamers.	Arrive Hongkong from Australia.	Sail Hongkong for Australia.
TAIYUAN	10th Dec.	14th Dec.
CHANGSHA	7th Jan.	10th Jan.

These steamers are fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through for all Australian, New Zealand and Tasmanian ports.

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Telephone No. 93.

SHIPPING

NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.

Projected Sailings from Hongkong—

Subject to Alteration

Destination.	Steamers.	Sailing Date
MARSEILLES AND LONDON, via Singapore, Penang, Colombo, Suez & Port Said	Miyazaki Maru Capt. Toranaka T. 16,000 Kikano Maru Capt. Cope T. 16,000	(SATUR., 5th Dec. at 10 a.m. WEDNES., 23rd Dec., at 10 a.m.
VICTORIA, B.C., and SEATTLE via S'hai, Moji, Kobe, Yokohama, and Yokohama	Awa Maru Capt. Hori T. 12,500	(TUES., 15th Dec. at noon)
SYDNEY & MELBOURNE, via Manila, Thursday Island, Townsville and Brisbane	Tango Maru Capt. Soyeda T. 13,500 Nikko Maru Capt. R. Takeda T. 9,600	(WEDNES., 16th Dec. at noon. WED., 13th Jan. at noon.
CALCUTTA via S'pore, Penang & Rangoon	Kawachi Maru Capt. Nakamura T. 12,500	(THURS., 17th Dec.
BOMBAY via Singapore and Colombo	Hakushika Maru Capt. T. 5,000	(MON., 7th Dec.
SHAI and Kobe	Kirin Maru Capt. Tada T. 5,000	(TUESDAY, 18th Dec.
SHAI and Kobe	Sanuki Maru Capt. Date T. 12,500	(WEDNES., 18th Dec.
NAGASAKI, Kobe & Yokohama	Nikko Maru Capt. Takeda T. 9,600	(TUESDAY, 15th Dec. at 5 p.m.
Kobe & Yokohama		

Fitted with new system of wireless telegraphy.

PASSENGER SEASON FOR 1915.

FOR EUROPE.

Steamers.	Displacement.	Leave Hongkong.
Kirin Maru	20,000 tons	Thursday, 28th January
Kamo	16,000 "	11th February
Kashima	20,000 "	23rd February
Mishima	16,000 "	11th March
Suwa	25,000 "	25th March
Atsuta	16,000 "	8th April
Yasaka	25,000 "	22nd April
Miyasaki	16,000 "	6th May
Kitao	16,000 "	20th May
Fushima	25,000 "	3rd June

FOR AMERICA.

Steamers.	Displacement.	Leave Hongkong.
Aki Maru	12,500 tons	Tuesday 26th January
Sado	12,500 "	9th February
Yokohama	12,500 "	23rd February
Awa	12,500 "	9th March
Shidzuoka	12,500 "	23rd March
Tamba	12,500 "	6th April
Aki	12,500 "	20th April
Sado	12,500 "	4th May

For further information apply to

Telephone No. 292.

T. KUSUMOTO, Manager.

CHINA NAVIGATION
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
STOW, AMOY & S'HAH	Hangchow	5th Dec. at 4 p.m.
SHANGHAI	Chenan	6th Dec. at 4 p.m.
HAIPHONG	Singan	6th Dec. at noon
MANILA, CEBU & ILOILO	Taming	6th Dec. at 4 p.m.
SHANGHAI	Anhui	8th Dec. at 4 p.m.
P'HOI & H'PHONG	Sungkiang	9th Dec. at 11 a.m.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
"S.S. LINTAN" and "S.S. SANUI"

MANILA LINE.—Twin Screw Steamers "Chinhu," "Taming," and "Tea." Excellent saloon accommodation amidst electric fans fitted; extra staterooms on deck aft on "Taming" & "Tea."

SHANGHAI LINE.—The Twin Screw steamers "Anhui" and "Chenan" and the S.S. "Kanchow," "Liangchow," "Luchow," and "Yingchow" having excellent accommodation, with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

These steamers land passengers in Shanghai, avoiding the inconvenience of trans-shipment at Woosung.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

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Hongkong 4th Dec, 1914.

SHIPPING

JAVA-CHINA-JAPAN
LIJN.

Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamer	From	Will leave on or about	To	Will arrive on or about
Tilmancock	SHAI	1st half Dec.	JAVA	1st half Dec.
Tiltaroom	JAVA	1st half Dec.	SHAI	1st half Dec.
Tikbodas	JAPAN	1st half Dec.	JAVA	1st half Dec.
Tikembang	JAVA	2nd half Dec.	SHAI	1st half Jan.
Tilpanas	JAVA	2nd half Dec.	JAPAN	1st half Jan.
Tikini	SHAI	2nd half Dec.	JAVA	1st half Jan.
Tilliwong	JAPAN	1st half Jan.	JAVA	1st half Jan.

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 1574

York Building.

[15]

TOYO KISEN KAISHA

SAN FRANCISCO LINE

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN and HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer.	Displacement.	Tons & Speed
Shinyo Maru	22,000 - 21 knots	H'kong, Tues., 8th Dec.
Chiyo Maru	22,000 - 21 knots	H'kong, Tues., 5th Jan.

The s.s. Nippon Maru will leave Kobe for Yokohama, Honolulu and San Francisco on Tuesday, 1st December.

Steamers via Shanghai will be despatched at noon.

Steamers via Manila will be despatched at 10.30 a.m.

First Class to London.....£71.10; Return (6 months) £120.

First Class to New York.....£60. " " £86.10.

" " " San Francisco £45. " " £68.

Passengers purchasing Trans-Pacific Return tickets have the option of returning from San Francisco by steamers of the Pacific Mail S.S. Co., or from Vancouver by steamers of the Canadian Pacific Railway Co.

Special Rates given to NAVAL & MILITARY, CIVIL SERVANTS, MISSIONARIES etc.

ROUND THE WORLD Tickets issued in Connection with all the Principal Mail Lines and the Trans-Siberian Railway.

Passengers may travel by Railway between ports of call in Japan free of charge.

SOUTH-AMERICAN LINE.

Via JAPAN PORTS, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, OALLAO, IQUIQUE and VALPARAISO.

Kiyo Maru 17,300 - 15 knots 9th Jan.

Thence by TRANS-ANDREAN ROUTE to BUENOS AIRES.

For Full Particulars as to Passage & Freight, apply to

O. WURIU, Acting Agent.

Telephone No. 291

KING'S BUILDINGS.

THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LIMITED.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION.)

Steamer.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
St. Albans	1st Dec.	19th Dec.
Aidenham	2nd Jan.	29th Jan.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

Gibb, Livingston & Co.

Agents.

DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHEW RETURN.

(Occupying 9 to 10 days.)

Steamships.	Captain	Leaving.
Haitan	J. W. Evans	FRI., 4th Dec. at 1 p.m.
Haiching	W. O. Passmore	TUES., 8th Dec. at 1 p.m.
Haichang	A. E. Hodgins	FRI., 11th Dec. at 1 p.m.

FOR SWATOW.

Steamships.	Captain	Leaving.
Haimun	A. H. Stewart	SUN., 6th Dec. at 10 a.m.
Haimun	A. H. Stewart	WED., 9th Dec. at 1 p.m.

Steamers will arrive at and depart from the Co.'s Wharf near Blake Pier.

For Freight and Passage, apply to

Douglas, Lapraik & Co.,

General Managers.

LOG BOOK.

"Amalgam."

At the Institute of Marine Engineers, London, a demonstration has been given of the Amalgam system of metal joining by Mr. Harden, the inventor of the process. Mr. James Adamson, hon. secretary of the society, presided. Before giving the demonstration Mr. Harden read a short paper, in which he stated that the process effected a complete fusion between the surfaces joined. In marine work the principal uses to which the system is applied are the flanging of pipes, the seaming of lead used in refrigerating chambers, and general sanitary work. The system of flanging was first adopted by Messrs. Doxford, of Sunderland, and the process is now in general use among shipbuilders on the Clyde, the Tyne, the Tees, and the Wear. The system is not confined to the use of small pipes, but is used in the ordinary way on pipes varying in bore from 3 in. to 9 in. Like lead burning, it is an autogenous process, but instead of using an intense local heat the fusion is effected by the action of the amalgam on the surfaces it is in contact with, forming an amalgamation between the lead of the flange and the lead pipe and producing a close joint. The material used is in the form of a metallic ribbon .002 in. in thickness, practically a pure metal, which, when placed between the surfaces of lead and subjected to heat, fuses at a temperature of 180 deg.,—lower than the actual fusing point of lead—and in fusing it causes the lead surfaces to run together at a lower melting point than that of the body of the lead. This running together has an autogenous effect, and by inter-molecular absorption the minute particles of amalgam are dissolved into the body of the lead, which, by reason of the absorption, becomes stronger at the junction than elsewhere. Demonstrations of flanging and various other uses of the process were then given illustrating the use and application of the process.

Chinwangtao Shipping Returns. The shipping returns for the port of Chinwangtao for the April-June quarter of the present year show a sensible increase in the proportion of Japanese tonnage, due principally to the chartering of Japanese ships by the Kailan Mining Administration for the conveyance of its coal. The proportion of Japanese tonnage entered during the quarter was more than half of the whole, 50.8 per cent., while British, which came second, was only 23.2 per cent. American tonnage was third on the list with 7.9 per cent. and Norwegian a close fourth with 7.5 per cent. Chinese tonnage was 4 per cent. and French 4.3 per cent.

The total number of ships entered at the port was 134 of 230,030 tons, an increase of fifty-eight ships and 123,484 tons over the same quarter of the year before.

Fushun Coal Shipping. The export returns of Fushun coal for the port of Dairen for the month of October last give a total of 40,126 tons, including 39,910 tons shipped by steamers and the balance by junks, showing an increase of 6,004 tons over the preceding month, but a decrease of 178 tons from the corresponding period of last year.

New Dutch Steamer. On Sept. 30 the twin-screw mail steamer Jan Pietersen Coen was launched in Holland for account of the Netherland Steamship Company. The vessel, which is destined for passenger service between Amsterdam and Batavia, is of the following dimensions:—Length, 503 ft. 8 in.; breadth moulded, 60 ft. 4 in.; depth to upper deck, 31 ft.; and depth to lower deck, 39 ft. She has a loaded draught of 25 ft. and a displacement of 15,600 tons. Her deadweight capacity is 6,950 tons. The ship has accommodation for 202 first-class passengers in 107 cabins and 4 cabins-de-luxe, for 120 second-class passengers in 49 cabins, for 46 third-class passengers in 10 cabins, and for 42 fourth-class passengers in one apartment. A wireless installation is fitted.

Oysters, Fresh, Fried or Stewed
Hendon Haddock, Kippers, etc.
ALEXANDRA CAVE.

SHIPPING

INDO-CHINA STEAM NAVIGATION CO., LTD.

Projected Sailings from Hongkong.—(Subject to Alteration).

For	Steamship	Sat.	5th	Dec.	On
S'hai, Kobe & Moji	Kwongsang	Sat.	5th	Dec.	at d'light
MANILA	Loongsang	Sat.	5th	Dec.	at 3 p.m.
S'hai, Kobe & Moji	Hangsang	Sun.	6th	Dec.	at d'light
S'hai & H'kow via S'ow	Koonshing	Sun.	6th	Dec.	at d'light
TIENSIN via S'hai	Cheongshing	Tues.	8th	Dec.	at d'light
SANDAKAN	Hinsang	Tues.	8th	Dec.	at noon
S'PORE, Pang & O'cutta	Onsang	Tues.	8th	Dec.	at 3 p.m.
HOIHOW & Haiphong	Taksang	Wed.	9th	Dec.	at noon
MANILA	Yuensang	Sat.	12th	Dec.	at 3 p.m.
SHANGHAI	Wosang	Sun.	13th	Dec.	at d'light

Return Tours to Japan.

The steamers "Kutsang," "Namsang," and "Fooksang," leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Yatsing," "Kumsang" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days. These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried. Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light. Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dally, Weihaiwei. Taking cargo on Through Bills of Lading to Kudat, Lahad Datu, Simporna, Tawau, Usukan, Jessellon and Labuan. For Freight or Passage,

Apply to **JARDINE, MATHESON & CO. LTD.**
Telephone No. 215. General Managers.

THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.

Subject to change without Notice.

"SHIRE" LINE SERVICE-HOMEWARD.

For	Steamers	Date of Departure
LONDON & HULL	Merionethshire	20th Dec.
LONDON	Radnorshire	19th Jan.
TRANS-PACIFIC "SHIRE" & "GLEN" JOINT SERVICE.		
VICTORIA, V'VER, S'TLE		
TACOMA & PLAND		
VIA HONOLULU		
VICTORIA, V'VER, S'TLE		
TACOMA & PLAND		
Glengyle		15th Jan.

Cargo accepted on through Bills of Lading to all ports in Europe and North and South America.
For Freight or Passage, apply to

JARDINE, MATHESON & CO., LD.
Telephone No. 215 Sub. Ex. No. 9.

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN Yokohama, Kobe, Hongkong and Rangoon.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at current Rates.
For Freight and Passage, apply to

JARDINE, MATHESON & CO., LD.
Telephone No. 215. Agents.

THE TAIKOO DOCKYARD & ENGINEERING CO. OF HONGKONG, Ltd. TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS & REPAIRERS, BOILERMAKERS, FORGE-MASTERS, BRASS & IRON FOUNDERS, CONSTRUCTIONAL ELECTRICAL & MECHANICAL ENGINEERS.

WELDING & CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK 78' x 88' x 34'6"
Pumps empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

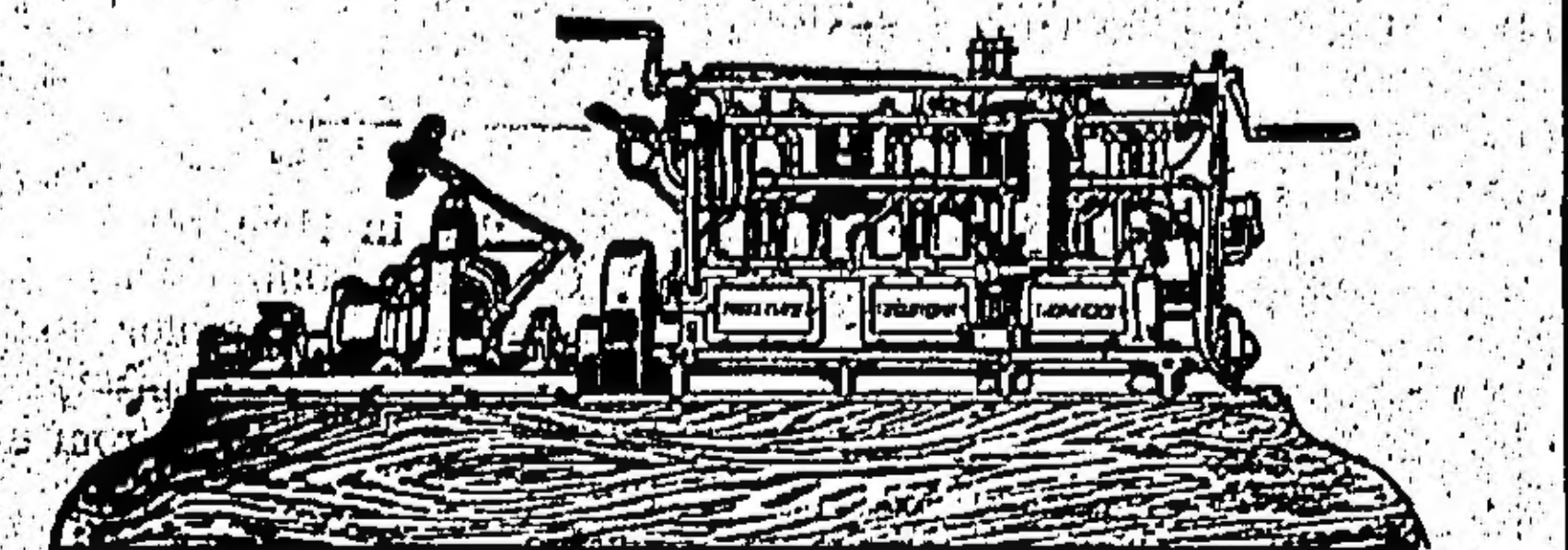
100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVER-HEAD CRANES throughout the Shops, ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS for:—**JOHN I. THORNYCROFT & CO., LTD.**

PETROL & KEROSENE MARINE MOTORS 7-1/2
150 H. P.

As supplied to the British Admiralty & War Office.



C.S. type Motor and Reserve Gear.
B.H.P. Paraffin 70. Petrol 80.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUN BOATS, LAUNCHES, HOUSEBOATS AND PLEASURE CRAFT OF EVERY DESCRIPTION.
MOTOR PUMPING AND LIGHTING SETS, MOTOR VEHICLES, etc.

Dockyard Manager
11 a.m. to 12 noon at the Town Office.

BUTTERFIELD & SWIRE.
HONGKONG, CHINA AND JAPAN, AGENTS.

Telephone Address: "TAIKOODOCK."
TELEPHONE NO. 201.

VESSELS LOADING.

EUROPEAN PORTS.

Destination.	Vessel's Name.	For Freight Apply To	To be Despatched.
Europe, via Singapore etc.	Miyazaki	M. N. Y. K.	5, Dec.
London via Usual Ports of Call	Oriental	P. & O.	5, Dec.
London & Hull	Merchire	J. M. Co.	20, Dec.
London & Genoa via S'pore, etc.	Nagoya	P. & O.	1, Jan.
London	Radnorshire	J. M. Co.	19, Jan.

NEW YORK, SAN FRANCISCO AND CANADA.

San Francisco via S'hai & Japan & Co.	Shinyo M.	T. K. K.	8, Dec.
Victoria, B.C., & Tacoma, etc.	Mexico M.	O. S. K.	9, Dec.
B'ion & New York via Suez Canal C. of Bristol	B. L. L.	B. L. L.	11, Dec.
Via B.C. & S'hai via S'hai & Co.	Awam	N. Y. K.	15, Dec.
San Francisco via Manila & Japan & Co.	Persia	P. M. Co.	16, Dec.
San Francisco via S'hai & Japan & Co.	Korea	P. M. Co.	22, Dec.
New York via Panama Canal	Chalister	D. & Co.	6, Jan.
Mexican, Peruvian and Chile			
Ports via Japan	Kiyo M.	T. K. K.	9, Jan.
San Francisco via M'la & Japan & Co.	China	P. M. Co.	12, Jan.
Victoria, Vancouver, Seattle, etc.			
Tacoma & Portland & Co.	Glengyle	J. M. Co.	15, Jan.

AUSTRALIA.

Australian Ports	Taiyuan	B. & S.	8, Dec.
Australian Ports via Manila	Tango M.	N. Y. K.	16, Dec.
Australian Ports	St. Albans	G. L. Co.	23, Dec.
Australian Ports via Manila	Nikko M.	N. Y. K.	13, Jan.

SINGAPORE, COAST PORTS AND JAPAN.

Swatow, Amoy & Foochow	Haitan	D. L. Co.	4, Dec.
Sandakan	Hinsang	J. M. Co.	5, Dec.
Shanghai	Malta	P. & O.	6, Dec.
Swatow, Amoy & Foochow	Halching	D. L. Co.	8, Dec.
Manila, Cebu and Iloilo	Taming	B. & S.	8, Dec.
Bombay via S'pore & Colombo	Habika M.	N. Y. K.	9, Dec.
Nagasaki, Kobe and Yokohama	Nikko M.	N. Y. K.	11, Dec.
Moji and Kobe	Benri M.	D. & Co.	21, Dec.
Hoihow, Pakhoi and Haiphong	Sungkiang	B. & S.	22, Dec.
Singapore, Batavia, Cheribon, etc.	Riojun M.	D. & Co.	22, Dec.
S'hai, Moji, Kobe and Yokohama	Nile	P. & O.	27, Dec.
Delagoa Bay, D'ban, E. L'lon & Co.	Surat	B. L.	28, Dec.
Bombay via S'pore, Port S'ham, Penang & Colombo			
Swatow, Amoy and Foochow	Peking M.	O. S. K.	M. of N.
Shanghai	Haiyang	D. L. Co.	Q. desp.
Java	Titaroom	J.C.J. L.	Q. desp.
Shanghai	Tjiliwong	J.C.J. L.	S. half O.
Shanghai	Tjipanas	J.C.J. L.	O. desp.
Japan	Tjimanook	J.C.J. L.	F. half N.
Shanghai	Tjibodas	J.C.J. L.	F. half D.
	Tjikembang	J.C.J. L.	F. half J.

TO SAIL

REGULAR STEAMSHIP SERVICE.

Proposed Sailing from Hongkong

The s.s. "CHALISTER."

sails hence on or about the 6th January.

For NEW YORK via PANAMA CANAL.

For Freight and further information apply to

DODWELL & CO., LTD.

Hongkong, 3rd December, 1914

Agents.

"INDRA" LINE LIMITED.

FOR NEW YORK VIA SUEZ CANAL.

(With liberty to call at the Malabar Coast.)

THE Steamship

For freight and passage apply

JARDINE, MATHESON & Co., Ltd.

Hongkong 9th October, 1914.

General Agents.

MOVEMENTS OF STEAMERS.

AMERICAN MAIL.

The P. M. s.s. PERSIA sailed from Yokohama for Hongkong via Manila on Friday, the 27th ult. The United States mail has been transferred to the Nippon Yusen Kaisha s.s. AWA-MARU scheduled to arrive at Hongkong on Sunday, Dec. 6.

The P. M. s.s. MANCHURIA arrived at San Francisco on November 30.

The P. M. s.s. KOREA, carrying the mails from the United States, left Yokohama on Wednesday, Dec. 3, for Hongkong, via Manila, and is scheduled to arrive at Hongkong on Monday, Dec. 14.

MERCHANT STEAMERS.

The Danish East Asiatic Line's Motorship s.s. TONGKING left Singapore on 2nd December and is due to arrive on 8th Dec.

VESSELS IN PORT.

Steamers.

Foching, Br. s.s. 1423, S. Alcock, 27th ult.—Singapore, 20th ult. Gen.—J. M. & Co.	
Namsang, Br. s.s. 2501, H. E. Gilroy, 25th ult.—Singapore, 18th ult. Gen.—J. M. & Co.	
Kaijo Maru, Jap. s.s. 1692, 29th Nov.—Swatow, 28th inst. Gen.—O. S. K.	
Hanchow, Br. s.s. 229, W. Wake, 29th Nov.—Chefoo, 23rd Nov. Gen.—B. & S.	
Eumseu, Br. s.s. 4266, T. Baetens, 30th Nov.—Singapore, 24th Nov.—B. & S.	
Mexico Maru, Jap. s.s. 3760, N. Kobayashi, 29th Nov.—Shanghai, 26th Nov. Gen.—O. S. K.	
Walshing, Br. s.s. 1110, M. Picknell, 30th ult.—Hoihow, 29th ult. Rice & Gen.—J. M. & Co.	
Duneric, Br. s.s. 1211, O. D. Logan, 1st inst.—Bangkok, 21st ult. Rice—B. L.	
St. Albans, Br. s.s. 2538, E. S. Eakie, 1st inst.—Melbourne, 29th Oct. Gen.—J. M. & Co.	
Loongsang, Br. s.s. 1st Dec.—Manila, 25th ult. Gen.—J. M. & Co.	
Kumchow, Br. s.s. 1450, J. A. Martin, 1st inst.—Saigon, 24th ult. Rice and Gen.—Chinese.	
Kwongsang, Br. s.s. 1424, W. F. Richard, 2nd inst.—Singapore, 28th ult. Gen.—J. M. & Co.	
Hirano Maru, Jap. s.s. 1332, H. Fraser, 2nd Dec.—Middelsbrough, 18th Oct. Gen.—N. Y. K.	
Cheongshing, Br. s.s. 1939, V. McEldell, 2nd inst.—Tientsin, 25th ult. Gen.—J. M. & Co.	
Tosa Maru, Jap. s.s. 3610, S. Takano, 2nd inst.—Singapore, 24th ult. Gen.—N. Y. K.	
Rangoon Maru, Jap. s.s. 3316, Nomura, 2nd inst.—Singapore, 25th ult. Gen.—N. Y. K.	
Standard, Norw. s.s. 894, A. B. Bull, 2nd inst.—Hoihow, 1st inst. Rice—Chinese.	
Chenan, Br. s.s. 1355, W. L. Jones, 2nd inst.—Shanghai, 29th ult. Gen.—B. & S.	
Iyo Maru, Jap. s.s. 3918, S. Hirano, 3rd inst.—Singapore, 27th ult. Gen.—N. Y. K.	
Chungking, Br. s.s. 1208, Lewis, 3rd inst.—Swatow, 2nd inst. Gen.—B. & S.	

CONSIGNEES

PACIFIC MAIL STEAMSHIP COMPANY.

FROM SAN FRANCISCO, JAPAN PORTS, SHANGHAI & MANILA.

s.s. "MONGOLIA"

The above mentioned vessel having arrived consignees of cargo are hereby notified to send in their bills of lading for counter-signature and take immediate delivery from the Company's godown at West Point. Cargo will be landed immediately at consignees' risk.

Cargo remaining undelivered Monday, Nov. 30th, 1914 at noon will be subject to landing charges and if undelivered Thursday, Dec. 3rd, 1914 at 5 p.m. will be subject to both landing and storage charges.

No Fire Insurance whatever will be effected. All chafed and otherwise damaged cargo will be examined at the above Company's godown at West Point December 3rd 1914 at 10 a.m.

No claim will be entertained unless accompanied by short delivery note or list of exceptions taken at the time of delivery to consignee and signed for and on behalf of the Pacific Mail S.S. Co.

All claims must be filed on or before Dec. 26th, 1914, otherwise they will not be recognized.
R. O. MORTON,
Agent.

Hongkong, 26th November, 1914.

CONSIGNEES

INDO-CHINA STEAM NAVIGATION CO., LTD.

From CALCUTTA, PENANG and SINGAPORE.

THE Company's Steamship

"FOOSHING."

having arrived from the above Ports Consignees of cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo, impeding the discharge or remaining on board after 4 p.m. the 28th inst., will be landed at Consignee's risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by—

JARDINE, MATHESON & CO., LTD.
General Managers.

Hongkong, 27th November, 1914.

TO SAIL

FOR SAN FRANCISCO.

The Steamship

"YAROSLAVL"

will be despatched for the above port on or about 15th December.

Will also call at Seattle if sufficient inducement offers.
For freight or information apply to

SHEWAN TOMES & Co.
Agents.

Hongkong, 4th December, 1914.

THE AMERICAN & MANCHURIAN (WESTWARD) LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

FOR BOSTON & NEW YORK VIA SUEZ CANAL.

(With liberty to call at the Malabar Coast.)

S.S. "CITY OF BRISTOL."

Captain Henderson, will be despatched as above on Wednesday, the 9th December.

For freight etc. apply to—

THE BANK LINE LIMITED.

Hongkong, 13th November, 1914.

General Agents.

HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.

Codes Used: A1: A.B.C. Fifth Edition; Engineering, First and Second Edition; Western Union and Watkin's.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians.

ACETYLENE CUTTING AND WELDING FOR SHIP AND BOILER REPAIR.

Modern up-to-date plant operated by our own specially trained workmen under expert European supervision.
All classes of light steel work manufactured by the above process.
Tanks, Drums, Ventilators, Pipes, &c., &c.

THE DIMENSIONS OF DOCKS AND SLIPS ARE AS FOLLOWS:—

NAME OF DOCK OR SLIP	LENGTH ON KEEL (FEET)	ENTRANCE BREADTH (FEET)	DEPTH OVER BULKHEADS (FEET)	RISE OF TIDE (FEET)
KOWLOON				
No. 1 Dock, Kowloon	200	100	10	10
No. 2 Dock, Kowloon	210	110	11	11
No. 3 Dock, Kowloon	220	120	12	12
Patent Slip, No. 1, Kowloon	230	130	13	13
Patent Slip, No. 2, Kowloon	240	140	14	14
SAIKONG TUN				
Construction Dock	250	150	15	15
REPAIRING DOCK	260	160	16	16
Patent Dock	270	170	17	17
Patent Dock	280	180	18	18

HEAD OFFICE: KOWLOON.

Telephone No. 1 K.

Please Address Enquiries to the Chief Manager,

P. M. OYER S.S. 411 N. Yawloa Dock, Hongkong.

TOWN OFFICE: QUEEN'S BUILDINGS.

Telephone No. 20, Hongkong.

THE HONGKONG TELEGRAPH. EXTRA

HONGKONG, FRIDAY, DECEMBER 4, 1914.

TO-DAY'S LATEST WAR TELEGRAMS.

(The following telegrams arrived too late for insertion on page 1.)

THE KING IN THE FIRING LINE.

FRENCH CHAMBER TO MEET IN PARIS SHORTLY.

[Reuter's Service To "The Telegraph."]
King, George in Firing Line.

Dec. 3, 6.40 p.m.
It is understood in the north of France that His Majesty the King has been with the men in the firing line.
Famous Aviator's Death.
The death is announced in the battlefield of the famous aviator Pourpre.

Back to Paris. Dec. 3, 7.20 p.m.

Reuter's correspondent at Paris reports that the Chamber of Deputies meets in Paris on the 22nd inst.
The Ministers arrive next week.

Latest News.

Dec. 4, 1.15 a.m.

A Paris evening official announcement states that the only interesting news relates to yesterday's happenings on the right wing. "We occupied on the right bank of the Moselle, Lesmenil and Dexon. Our troops in the Vosges carried Faur, the summit of which the Germans used for observation purposes south of the village of Bouhonne, commanding the frontier ridge. We occupied, in Alsace, the station of Barnhaupt and we are establishing ourselves along the line Auepach-Burnhaupt."

CRICKET

The following will represent K.O.C. against the Police O.C. on the Kowloon ground at 2.15 p.m. on Saturday:—Mr. W. L. Wesser, Lt. Moberly, Lt. Muan, Messrs. J. H. Mead, F. J. de Rome, J. P. Robinson, K. McLeann, A. R. F. Raven, B. D. Evans, E. J. Edwards and W. T. Elson.

ROBBING THE ADMIRALTY.

This morning, in the Police Court, before Mr. F. A. Hazeldan, a Chinese was charged with the theft of a pair of pliers, the property of the Admiralty.

A. B. Draycott said a man-of-war was lying in the basin at the Naval Yard this morning, when he saw the defendant, who was on the boat, pick up a pair of pliers which were on the deck. He placed them in his belt, but, seeing the witness, dropped them back again on to the deck.

The defendant, who denied that he stole the pliers, was sent to prison for a month with four hours' stoppage.

VOLUNTEER ORDERS.

Corps orders issued to-day by Lieut-Col. A. Chapman, V. D., state:—

Musketry.—The recruits of all Sections (except Right Section M.G. Co.) who have not fired Part I of the Musketry Course will attend King's Park Range on one of the undermentioned dates: Saturday 5th instant 2.30 p.m. Sunday 6th instant 9.30 a.m. Officers Commanding Sections will detail sufficient N.O.'s to assist the Instructor.

Attached.—Bomb. Iser is attached to the Cadet Company as Instructor from this date.

Temporary Commissions.—The following members of the H. K. V.O. are granted temporary commissions in the New Service Battalions, for the period of the war, in the undermentioned ranks dated 3rd December, 1914:—A. F. Mills to be 2nd Lieutenant, A. Langston to be 2nd Lieutenant, A. D. Openshaw to be 2nd Lieutenant.

Parades.—Parades for Saturday 5th and Sunday 6th instant, Nil.

Detail.—On duty, Scouts Company. Officers on duty, Lieut. Weall, 2nd Lieut. Cunningham and 2nd Lieut. Swire. Orderly Officer, 2nd Lieut. Swire. Orderly Officer, Saturday and Sunday, Lt. Hutchinson. To furnish Guards, Scouts Company. Orderly Sergeant to-night, Corp. Shenton; to-morrow, Sergt. Hall.

THE "EMDEN" AT COCOS.

Graphic Story of the Fight.

With the permission of the authorities we are enabled, says the *Singapore Free Press*, to give the following clear statement of what happened to the Emden at Cocos:—

At 5.50 a.m. on the 9th I was informed that a warship with four funnels was steaming for the entrance between Horsborough and Direction Islands. Quickly investigating and finding that the fourth funnel was palpably on the left, Mr. La Nauze and I instructed him to proceed immediately to the wireless hut and to put out a general call to the effect that there was a strange warship in our vicinity, asking for assistance and signing our naval code. At the same time I proceeded to the office and sent services, as previously instructed, to London, Adelaide, Perth, and Singapore.

The Emden, for such she turned out to be, came in at a great speed, nearly as far as our outer buoy, where she wheeled and disclosed an armoured launch and two heavily manned boats under her counter. They were immediately slipped and speeded straight for the jetty. Through a glass we managed to distinguish four machine-guns, two in the launch and one in the bows of each boat. This information was conveyed to the aforementioned stations and I personally told Singapore that it was the Emden.

So quick had been their movements, evidently with the hope of rushing our wireless, that the slip of the last mentioned services was passing through the "air" when they entered the office. In the meantime Mr. La Nauze was putting out the call.

I returned to the wireless hut where he informed me that the Emden and her collier the Burek were endeavouring to interrupt him. I instructed him to continue the call, as the fact of forcing the two ships to use their strong Telefunken notes could only have been regarded as a matter for suspicion if picked up by a warship.

The Party Lands.
I stood at the corner of the hut to assume responsibility for the use of the wireless, until an officer and some half dozen blackjackets ordered us to desist and leave.

Armed guards ran to all buildings and the office was taken possession of in force, the staff ordered out. Lieutenant von Muecke, in charge of the landing party, was exceedingly agreeable. He informed me that he had landed three officers and forty men and his instructions were to destroy the cable and wireless stations. Further than this, he said, they would not go, and all private property would be respected. He instructed me to collect the staff and take them to a place of safety as he was blowing up the wireless mast. Three charges had to be fired before it fell. The mainmast was considerably damaged, the topmast appears unhurt, and a short length is broken off the top-gallant mast. Instruments, engines, dynamo, batteries etc. were all battered to pieces with huge axes, one of which I have and propose sending it to you as a memento.

The Emden was for a short time circling over the cables, but evidently worried by our wireless she almost immediately stood out to the entrance to watch for anything coming up. The only question I was asked was the whereabouts of the cable ends; the answer "in the sea" appeared to satisfy them as I was not pressed. Whilst all the damage was being done ashore the launch was searching the fore-ashore for our cables.

Later they raised Perth which they experienced very great difficulty in cutting and which was one of the causes of their not getting aboard the cruiser. The cut was made about three hundred yards from the jetty.

Signal of Recall.
At about 8.45 a.m. the Emden steamed in again and made frantic endeavours to recall her boats, using both her flags and syren. The launch appeared to be unwilling to give up her cable and some delay was experienced in getting her in and the men aboard.

Lieut. von Muecke shook hands with me on leaving and apologized for having had to blow up our small engineer's store, owing to there being a roll of electric light cable there, and hoped the flames would not spread. All the men were looked over for loot and a few minutes later put out to rejoin their ship.

The office was left in a terrible state and it was difficult to even effect an entrance. A great deal of purely wanton and senseless damage was done, such as breaking windows, tables, chairs, etc., but I was agreeably pleased to find that no attempt had been made to draw the artificial line boxes out of their cabinets, and the greater part of the damage to these appeared to be superficial and repairable.

About twenty boxes of Rodriguez line we can mend ourselves, and I hope the larger part of the others will be found to be in fairly good order. The cabinets themselves are undamaged, some of the doors are splintered but all can be put right here.

The engine room, accumulator room, and wireless hut were in a state of complete collapse. The damage to the engines, however, is not nearly so great as it would have been had dynamite been used, and all should be workable again when the broken parts have been replaced. The only times that they had recourse to dynamite were when blowing up the mast and breaking up No. 2 Store. This latter was quite a small affair, built up of corrugated iron, and was of no great value.

After the departure of the boats, I requested the staff to have breakfast and then help in clearing up and finding out exactly how we stood. The time was about 9.30 a.m. We had scarcely reached our houses when a report was brought in that a large ship was approaching from the eastward, and at the same time it was noticed that the Emden had raised her anchor and was standing out to sea.

Getting on to the barrier, a cruiser was seen coming up at a great rate, smoking heavily and enveloped in a cloud of black smoke. It was only an occasional glimpse now and then which showed her to be a four-funnel light cruiser, which we incorrectly assumed to be the Newcastle.

The "Battle" Opens.
Coming out of the entrance, the Emden fired immediately, and we were afterwards informed that she landed in both of the Sydney's controls, breaking one of their range finders. The reply was instantaneous and a very picturesque battle started at a range of about 3,700 yards and within a mile or so of the barrier. The Emden worked her guns splendidly and seemed to be firing continuously. Her shells were plainly visible, cutting through the black smoke of the Sydney and she appeared to be making very good shooting. The Sydney, on the other hand, having to pick up her range by gun fire, was at first somewhat handicapped; her shells landing over or short of the other cruiser and apparently somewhat astray. They had, no doubt, underestimated her speed as she was travelling at a big rate. This, however, was speedily rectified and getting out of range of the Emden's guns she hit her frequently. The latter soon lost a funnel and almost immediately a mast, followed by another funnel, and she was seen to be burning stern with an escape of white steam from her side.

The two ships then passed the horizon and were lost to sight. We afterwards learnt that to avoid sinking she ran for the reef at N. rh Keeling, burning furiously. "Captain Glossop told me that at first the Emden's shooting and the quality of her shells were both excellent but rapidly deteriorated. The Sydney was steaming at 26 knots and the Emden 24.

There is no question but that the Emden put up a very good fight. I was informed that one of the Sydney's six-inch shells struck a gun and carried it overboard with its whole crew. Captain Glossop informed me that, although on the reef with only one gun left, she refused to haul down her colours and he was regrettably compelled to continue firing. After the third shot or salvo, as the case might be, a man went aloft and struck her colours.

Action of the Landing Party.
The landing party had meanwhile returned and the German flag was hoisted. I was asked to get the men together and it was explained to them that we were under German martial law and that any attempt to communicate with the enemy would bring about drastic punishment. All fire-arms had to be given up and the staff were put under an armed guard.

When Lieut. von Muecke came up he explained that if the Emden did not return before evening he would take the schooner Ayesha and leave the island. He required provisions which he said would be returned or paid for later, and asked for any old clothes for his men. He allowed us full liberty and allowed me to look up my office, the stationery, etc. It was only now, when the officers were too busily engaged in provisioning the schooner to properly look after their men, that a good deal of petty pilfering went on and more damage was done to the already destroyed office.

At 6 p.m. they joined the Ayesha towing their two boats and being towed by the launch. The German flag was broken at the peak and after giving three cheers for the staff and the complement returned, they stood out to sea in the dark.

That same evening we got into communication with Batavia who answered our second or third short call. We tried Rodriguez but probably our battery was too small, and we failed to raise him. After reporting as much as was necessary, as we were tired out and working with candles in the midst of a chaos of broken glass, I closed down for the night, telling Batavia to watch for us at daylight.

Repairing Connections.
On the 11th we were early in a position to wire reports and exchange services with Singapore. Discovering a mile-a-meter in a fairly good state of preservation we were able to roughly test the other two cables, finding Rodriguez in good order and Perth cut. We communicated with the former station and a boat with the handy men under Mr. Griffin searched successfully for the Perth ends. The cable was somewhat pulled about and had to be straightened before making a temporary connection. The ends were lashed to a life boat and communication restored early in the afternoon.

Our Chinese lighter was sent by the Germans and I was very glad to receive from Captain Glossop the above-mentioned lifeboat which had previously belonged to the Emden's collier, the Burek, and which Cocos station should find extremely useful. The Germans were, by request, good enough not to interfere with our refrigerating plant and condenser. Our large lathe, unfortunately, was wantonly turned over and the gears broken, but I will report more fully on this tool when we have had time to look round. The

enemy took away mattresses, pillows, cutlery, plate, and the greater part of our distilled water, and also one of the staff's dingys. I hope to get a full list made out of everything commandeered at the earliest possible moment. Our stationery and slip cases were not touched and all letters and letter books are intact.

H.M.S. Sydney Returns.

On the 10th inst. at daylight H.M.A.S. Sydney anchored off the island and sent two boats towards the shore. The first had a white flag in the bows and was followed by an armed cutter. They were under the impression that the landing party was still here. At the request of the officer in charge, Lieut. Finlayson, I went off and reported fully to Captain Glossop. He explained to me that the Emden was a perfect shambles and asked for the loan of our doctor with any assistants, and any medical stores we could spare.

Doctor Ollerhead being willing to go and Mr. Cardwell anxious to assist, they joined the ship and proceeded to North Keeling. On their arrival they found the wreck lying a huge white flag, and in a terrible state, it being almost impossible to get about her decks owing to the masses of tangled ironwork. Many of the wounds were already septic and in some cases were blown. She returned to Direction Island on the morning of the 11th, leaving two Germans with broken legs who were on the far side of the island to be picked up as she passed out, and having landed her passengers proceeded to sea.

On the 10th, as the continual cutting in by Batavia would interfere with any attempt of passing traffic, and noticing that the magnets of our White's recorder were still intact, I asked Mr. Cherry to hunt amongst the debris for a motor and any stray pieces of a paper stage, as we had both coils and batteries. With the aid of screws, bits of wire and string we were able to arrange matters and had another instrument working early on the 11th. It was difficult to adjust and we were not able to report that we could pass traffic uninterruptedly over the main line until afternoon. All the staff willingly set to work to clean up things and were desirous of helping in any way they possibly could.

The Staff and the Battle.
Dr. Ollerhead by going on the roof to inspect the Emden's fourth funnel gave me the chance of putting out the wireless call without any wasted time.

Mr. G. H. K. La Nauze maintained the call under very trying conditions; Mr. Preshaw worked long hours erecting instruments and rewiring the circuits.

Mr. Griffin recovered the Perth ends and straightening out the cable enabled us to make a short connection.

Mr. Cherry constructed another instrument out of very unpromising material collected from the debris.

We had a beautiful day for the battle, calm and bright, and it was very difficult to restrain oneself and the Staff from cheering the hits. The Sydney had boys aboard, I believe 30, who did splendidly and are the pride of the ship. One poor little chap was killed and another wounded. It was a remarkable incident that of the first shots fired by the Emden a shell fell in either of the Sydney's controls, almost simultaneously. She had run in a little too close, but speedily rectified her error. It was hard to believe that she was the ship that made such a terrible mess of the Emden. I believe she was hit six times, but with the exception of a dent in her 2.5 inch belt, not deeper than the palm of one's hand, and the yellow streaks of the melinite fumes, I saw no other damage.

I suppose we were putting out our call for a quarter of an hour,

first, "strange ship at entrance" and later "Emden here." The first was picked up, but I have heard no mention of the second. Lieut. von Muecke, a tall, pleasant, well-built man, allowed me to do almost everything that I asked him and I am pleased to say that at my request he sent no one to the Home Island. They were all thoroughly sick of the work they had to do and up to their arrival here had not lost a man. He told me that the Emden had a complement of 300 men, of which forty were ashore, but later Dr. Ollerhead said that one of the survivors told him that she had 352 on board at the commencement of the fight. What ever the number was, he considered the absence of the landing party a very severe handicap.

He explained to me the Jemchug incident and how they tried to lure the "Pistolet" to close quarters. He further explained that it was the first time that he had been ashore for three months, except for seven minutes on "Another Island." It was not the Emden which passed L. 1. on the 1st September but he suggested that it might have been the Konigsberg.

I asked him whether in the event of our cruiser returning he intended to fight on the island, and he shrugged his shoulders and said "I must." As the ship would have most certainly shelled I arranged with him that the Staff and servants should go to another island out of the danger zone, and I told the carpenter to tell the Chinese-men to make all preparation to leave. On account of the few boats and the probable shortness of notice, I am afraid that not all could have got away, but I had no intention of going until every man and servant had gone. Direction Island would have afforded sufficient shelter and was quite safe for a few and I did not feel at all inclined to move.

Another officer with the landing party was Lieut. Schmidt, son of Admiral Schmidt of Kiel. How the Emden Was Sighted.
The Supervisors had been instructed to detach men at intervals as lookouts from the office roof and that is how the Emden was discovered. The Germans allowed their men no alcohol, excepting what they stole, and none was taken away in the Ayesha.

Excepting a very tiring, long day in a hot sun with next to nothing to eat, we were not put to any great discomfort and any worry was discounted by the joy of being instrumental in catching the notorious Emden. The pleasure certainly predominated the pain. I am glad to have been here and to have been able to do what we did, and I believe this is echoed by everyone. We have also received many kind messages and congratulations. I am sending one of our instrument adjusters, in the shape of a big axe. I did not go aboard the Sydney when she returned, but I believe they speak very highly of Doctor Ollerhead's ability and the assistance he gave to the ship. The Emden flew no colours and I evidently hoped to find us asleep. As it was, they turned out quite a few men!

Died in Hospital.
A Chinese woman who was knocked down by a motor tender and removed to the hospital, has, we are informed, died from her injuries.

Japanese Toys.
We have received from Messrs. Komor and Komor, a sample of their special line in Japanese toys. These toys are being sold at the low rate of thirty cents each and are as pretty and ingenious as they are cheap. Those who doubt Japan's ability to keep pace with Germany in the manufacture of toys should inspect Messrs. Komor's stock.

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DIARY OF WAR.

COUNTRIES AT WAR.

Germany	Britain.
Austria	Russia.
Turkey	France.
	Belgium.
	Japan.
	Serbia.
	Montenegro.

ARMY TERMS EXPLAINED.

Army corps is a complete army on a small scale in itself. The strength varies from 35,000 to 45,000 men.

Division is a force of infantry, cavalry, and artillery, usually with a strength of from 15,000 to 20,000 men.

Brigade is a force of infantry or cavalry. The infantry brigade is from 4,000 to 7,000 strong. The cavalry brigade is from 1,000 to 2,000 strong.

Regiment of infantry is from 2,000 to 4,000 strong. A cavalry regiment is from 500 to 1,000 men strong.

Squadron of cavalry is from 150 to 200 men strong.

Battery of artillery in the British and French armies has 6 guns and about 200 men. In the German Army consists of 4 guns and 150 men. In the Russian Army it consists of 8 guns and 250 men.

Events that Brought It About.

1878.—Berlin Congress charges Austria-Hungary with the occupation of Bosnia and Herzegovina.

1885.—Austria-Hungary saves Serbia from destruction by Bulgaria.

1906.—Turkish war between Austria-Hungary and Serbia.

1908.—Annexation of Bosnia and Herzegovina by Austria-Hungary.

1912.—Serbo-Bulgarian Alliance with a clause against Austria.

1913.—Serbia thrown back from the Adriatic in favour of an independent Albania.

1914.—June 28.—Archduke Franz Ferdinand and Consort assassinated by a Serbian student at Sarajevo.

July 23.—Austria-Hungarian Note delivered to Serbia demanding suppression of Pan-Serbian movement and punishment of accomplices in assassinations. Answer required by 6 p.m. same day.

July 24.—Details of Note published and proved unexpectedly severe. Semi-official *Pester Lloyd* affirms that Germany will aid no third party to intervene between Austria and Serbia.

July 25.—Russian Cabinet meets; announced that mobilisation proceeds forthwith.

Since Fighting Began.

July 27.—Serbian troops aboard Danube steamer fire on Austrian troops; engagement ensues. Sir Edward Grey announces his efforts to arrange conference of Ambassadors.

July 28.—Austria declares war on Serbia. Germany considers Sir Edward Grey's suggested conference has no prospect of success.

July 30.—British First Fleet leaves Portland under sealed orders. Belgrade in flames.

July 31.—Germany asks Russia for explanation of her mobilisation. Attack on Belgrade continues. Martial law in Germany. London Stock Exchange closed.

August 1.—Austrian Reserve called out. German ultimatum to France and Russia, expiring at noon. Italy declares neutrality. Evidence of Australian loyalty. Bank of England rate 10 per cent. Germany declares war. First shots fired by Russian frontier patrol on Germans near Prostok; no casualties.

August 2.—British cabinet meets and adjourns till evening. Cossacks invade Germany near Biala. Germans invade France near Orlay. Germans enter Luxembourg. Germany promises indemnity to Luxembourg.

August 3.—Severe fighting on River Drin between Serbians and Austrians. Patriotic scenes outside Buckingham Palace.

August 4.—Earl Kitchener sails, but is recalled. War declared between Britain and Germany.

August 5.—Germans invade Belgium. Japan to take measures to discharge Treaty obligations to Britain. Germans violate Dutch territory at Tilburg. Russian and German troops in contact on frontier. Bombardment of Liege begun by Germans.

Sir John French gazetted Inspector General of British Forces; Admiral Jellicoe becomes supreme commander of the Fleet.

August 6.—German troops reported to have been repulsed by Belgians in fighting near Liege.

Numerous German prizes brought to British ports. Earl Kitchener appointed Secretary for War. H.M.S. Amphion sinks German mine-layer Koenig. Launce and later strikes mine and sinks herself.

August 7.—German Cavalry division routed by Belgians in Luxembourg. Germany asks for armistice; admits 25,000 men are *hors de combat*.

August 8.—Germans evacuate Luxembourg owing to French advance. Japan issues ultimatum to Germany. German submarine sunk by British warship. Reported that Japan has issued ultimatum against Germany.

August 14.—Liege still intact. Belgium asks France to accommodate 2,000 German prisoners. Transportation of French troops to Belgium complete; whole force ready to advance. Belgians drive enemy eastward; no German cavalry between Haselt and Ramillies.

August 15.—French troops enter Belgium at Charleroi. Bavarian Army Corps defeated by French at Arricourt and Olney.

August 16.—Japan sends ultimatum to Germany demanding that Kiauchau be handed over to Japan, with a view to eventual restoration to China; answer required by noon on August 23. French Fleet attacks Austrian Fleet off Budua, sinking two ironclads and setting fire to another.

August 17.—Officially announced that British Expeditionary Force safely lands on French soil.

August 18.—Belgian Royal Family and Government move to Brussels.

August 20.—Germans occupy Brussels.

August 22.—Germans impose war levies of £2,000,000 and £8,000,000 respectively on Province of Liege and City of Brussels. Canadian House of Commons pass war appropriation of \$50,000,000. Servians repulse Austrians along the Drina.

August 23.—Japan declares war on Germany.

August 26.—Russians continue on offensive on East Prussian frontier. German forces being compelled to retreat on Koenigsberg. Russian advance in East Prussia continues. Togoland surrenders to British.

August 28.—British Fleet sinks three German cruisers and two destroyers off Heligoland.

August 29.—German troops being withdrawn from Belgium, owing to Russian advance. Earl Kitchener announces that two Divisions and a Cavalry Division from India are being sent to France.

August 30.—Asia, in German Samoa, surrenders to expeditionary force from New Zealand.

August 31.—Allies occupy line extending from mouth of the Somme inland along the river, past the fortresses of La Fere and Laon, towards Mezieres.

Sept. 1.—German Cavalry Corps marches on Forest of Compiègne, and is engaged by British, who capture ten guns.

Sept. 2.—Japanese occupy seven islands of Kiauchau, and remove 1,000 mines. French Government removes to Bordeaux for purely military reasons.

September 3.—Russians defeat Austrians and occupy Lemberg. Additional list of British casualties issued. General Gallieni issues proclamation saying he will defend Paris to the end.

September 4.—Russians occupy Haulicz. Announced that in seven days' fighting, Russians have captured 40,000 prisoners. New British recruits total 260,000.

September 5.—German squadron sinks 15 British fishing boats in North Sea, the crews being taken prisoners. Announced that Britain, France, and Russia mutually engage not to conclude peace separately during the war.

September 7.—Announced that H.M.S. Pathfinder struck a mine off the East coast and rapidly foundered. Official report issued stating that German enveloping movement is abandoned; British superiority over Germans clearly demonstrated.

September 8.—Russians capture Mikolajoff and Rawarsko, and convert Galicia into Russian Province.

September 10.—Forces of 80,000 Germans hurrying through Belgium to assist defeated Right Wing in France. British forces cross the Marne; enemy retreat 25 miles.

Sept. 11.—German retreat continues; announced that in four days the Allies have advanced 37.1-2 miles. British squadrons make a complete sweep of the North Sea; no German ship seen.

Sept. 12.—Whole German right wing falling back in disorder, Allies pursuing them. German cavalry reported exhausted.

Provinces of Antwerp and Limburg entirely free of enemy. Australian "Squadron" occupies Herbertshöhe, German New Guinea. French troops occupy Soissons and Lunerville. German left wing retreating.

Sept. 14.—Germans evacuate Amiens, and give way at Revinoy and Brabant-le-roi. Crown Prince's Army driven back. French territory on east frontier free of enemy. Russians capture 8,000 prisoners and great quantities of war material at Rawarsko, and occupy Czernowitz. Servians defeat 90,000 Austrians at the angle of the Rivers Drina and Save. Announced that German cruiser Hela was sunk by hostile submarine.

Sept. 16.—Crown Prince's Army driven further back. Allies occupy Rheims; 600 prisoners captured on the right of the British. Announced that Brigadier General N. Findlay is killed. Sixteen hundred German prisoners landed in England.

Sept. 18, 19 and 20.—Battle of the Aisne continues. German counter-attacks failing. Germans fire on Rheims Cathedral, setting historic building on fire.

Sept. 22.—H.M. ships Aboukir, Cressy and Hogue sunk by German submarines in the North Sea. Battle of the Aisne continues without appreciable change in the situation.

Sept. 23 to 26.—The great battle continues; German counter-attacks being everywhere repulsed. Land fighting begins around Tsingtau.

Sept. 27.—Capital of the Cameroons surrenders unconditionally to British Force.

Sept. 28 and 29.—Battle of the Aisne continues. Allies beat back severe attacks by the enemy.

Sept. 30.—Big battle continues in favour of Allies, who make slight progress all along the line. Germans bombard Antwerp, but are repulsed. Russians continue to progress and are reported halting way to Buda Pest.

Oct. 1.—Announced that H.M.S. Cumberland has captured nine German liners and one gunboat in Cameroons River. Allies position in France reported entirely satisfactory.

Oct. 2.—Germans vigorously bombard Antwerp. British Admiralty announces adoption of mine-laying policy as a counter measure to German activity.

Oct. 3.—French President and Ministers start on visit to congratulate armies in the field. The Ozar leaves for the front. Big battle continues in France. Crown Prince's Army being repulsed near Varennes.

Oct. 4.—Germans make night attack at Tsingtau, but are defeated, losing 47 killed. In the big battle Allies twice destroy enemy's lines of communications. Russians defeat and pursue Germans.

Oct. 7.—Bombardment of Antwerp continues. German commander warning populace. Belgian Government removes to Ostend. German cruiser Cormoran and two gunboats sunk in Kiauchau Bay. Big battle still proceeding, fighting becoming increasingly violent.

Oct. 11.—Fall of Antwerp announced. Allies still progress all along the line. Germans drop 20 bombs on Paris.

Oct. 12.—German aviators drop six more bombs on Paris.

Oct. 13.—Commander under Colonel Maritz revolts in the Cape Province, having concluded an agreement with Germans. Belgian Government removes to Havre; in

France. Allies resume offensive; "real progress" reported.

Oct. 14.—Announced that Russian cruisers sink two German submarines in the Baltic. Canadian contingent arrives at Plymouth. H.M.S. Yarmouth sinks the Markomannia and captures the Pontoporus (Emden's supply ship) off Sumatra.

Oct. 15.—Allies make further progress, occupying a line from Ipres to the sea. H.M.S. Hawke sunk by submarine in the North Sea.

Oct. 16.—Four German destroyers sunk off the Dutch coast.

Oct. 17, 18 and 19.—Further advances of Allies reported, notably on the Left Wing. French cruiser Waldeck Rousseau sinks Austrian submarine off Dalmatian coast.

Oct. 20.—Japanese occupy Marshall, Mariann and Caroline Islands.

Oct. 21.—Announced that the Emden sinks five more British vessels and captures another. British warships do great work off the Belgian coast, shelling enemy's trenches and wrecking six batteries. Germans who had advanced on Warsaw compelled to retreat. Russians pursuing them. British naval flotilla continues to bombard German flank.

Oct. 23.—Severe fighting on the Left Wing, the Allies continuing to make progress. Steamer Orefeld arrives at Las Palmas with the crews of 13 German ships sunk by the German cruiser Karlsruhe, mostly in the Atlantic.

Oct. 24.—British destroyer

Bidger sinks German submarine off Dutch coast. Announced that there are nine German cruisers on the high seas, and that 70 warships of the Allies are searching for them.

Oct. 25 to 28.—Allies continue to progress on the Left Wing, and Russians advance to Lowicz and Lodz, driving the Germans before them. French drive enemy over frontier east of Nancy.

Oct. 28.—Five men sentenced to death in connection with the assassination of Prince Franz Ferdinand, and others sent into penal servitude.

Oct. 29.—Russians break resistance of last units of the enemy north of the Pilica, and the whole Austro-German Army retreats.

Oct. 30.—Reported that the Emden enters Penang harbour and sinks the Russian cruiser Jemchug and a French destroyer. Turkish warships enter open port of Odessa and bombard Russian ships. Turkish cruiser bombards Theodosia in the Crimea.

Oct. 31.—Germans attempt general offensive movement from Nieport to Arras, but Allies still advance. Enemy reported to be withdrawing from Dixmude. Russians still advance in Poland and East Prussia.

Nov. 1.—British cruiser Hermes sunk by submarine in the Straits of Dover. British, French and Russian Ambassadors in Constantinople request passports. Most of the German forts at Tsingtau silenced by Japanese and British bombardment. British and French Ambassadors leave Constantinople. Announced

that 2,000 armed Bedouins have penetrated Egyptian territory. Germans continue violent attacks in Belgium and France, but are everywhere repulsed. British Government to shortly issue war loan of \$200,000,000. Turkey apologises to Russia, but endeavours to throw the responsibility on the latter.

Nov. 3.—H.M.S. Minerva bombards Akabi, which is evacuated. Terrifying story from British Headquarters issued showing how a large body of British troops was transferred from the Aisne to the battle on the north coast, and how in subsequent fighting the enemy suffered terribly from our offensive. Submarine D5 sunk in skirmish with retreating German squadron in North Sea. German abandon left bank of the Yser below Dixmude. Anglo-French Squadron bombards the Dardanelles.

Nov. 4.—German cruiser Yorck strikes chain of mines blocking entrance to Jahde Bay and sinks

Nov. 5.—War between Britain and Turkey declared. Annexation of Cyprus announced.

Nov. 6.—Austrians retreating along whole front before Russians. France declares war with Turkey.

Nov. 7.—Fall of Tsingtau announced. Russians continue triumphant march, capturing many prisoners and guns. Allies still make progress.

Nov. 8.—Announced that the surrender of Tsingtau is unconditional. Russian cavalry enters German territory from beyond the Vistula.

Nov. 9.—Colonial contingents

given grand reception at Lord Mayor's Show. Patriotic speeches at the Guildhall banquet. German cruiser Emden caught off Coos Islands by H.M.A.S. Sydney. Engagement ensues; Emden goes ashore and is burnt out; Commander and a nephew of the Kaiser among the prisoners.

Nov. 10.—German cruiser Koenigsberg imprisoned in the Ruffig River, German East Africa, sinking of colliers at the river's mouth. Russians still advancing in Poland and East Prussia.

Nov. 12.—Severe fighting in France and Belgium; Germans take Dixmude, but Allies hold their own elsewhere. Further Russian advance in East Prussia. Admiralty announces that, in absence of information, loss of cruisers Gool Hope and Monmouth must be assumed.

Nov. 13.—Mr. Asquith announces that British casualties in France up to October 31 total 57,000. Christian De Wet's rebel commando severely defeated by General Botha. Announced that supplementary vote for another million men will be asked for, bringing British Army up to 2,189,400, exclusive of Territorials.

Nov. 14.—Egyptian Mohammedans give expression to remarkable feelings of loyalty towards British.

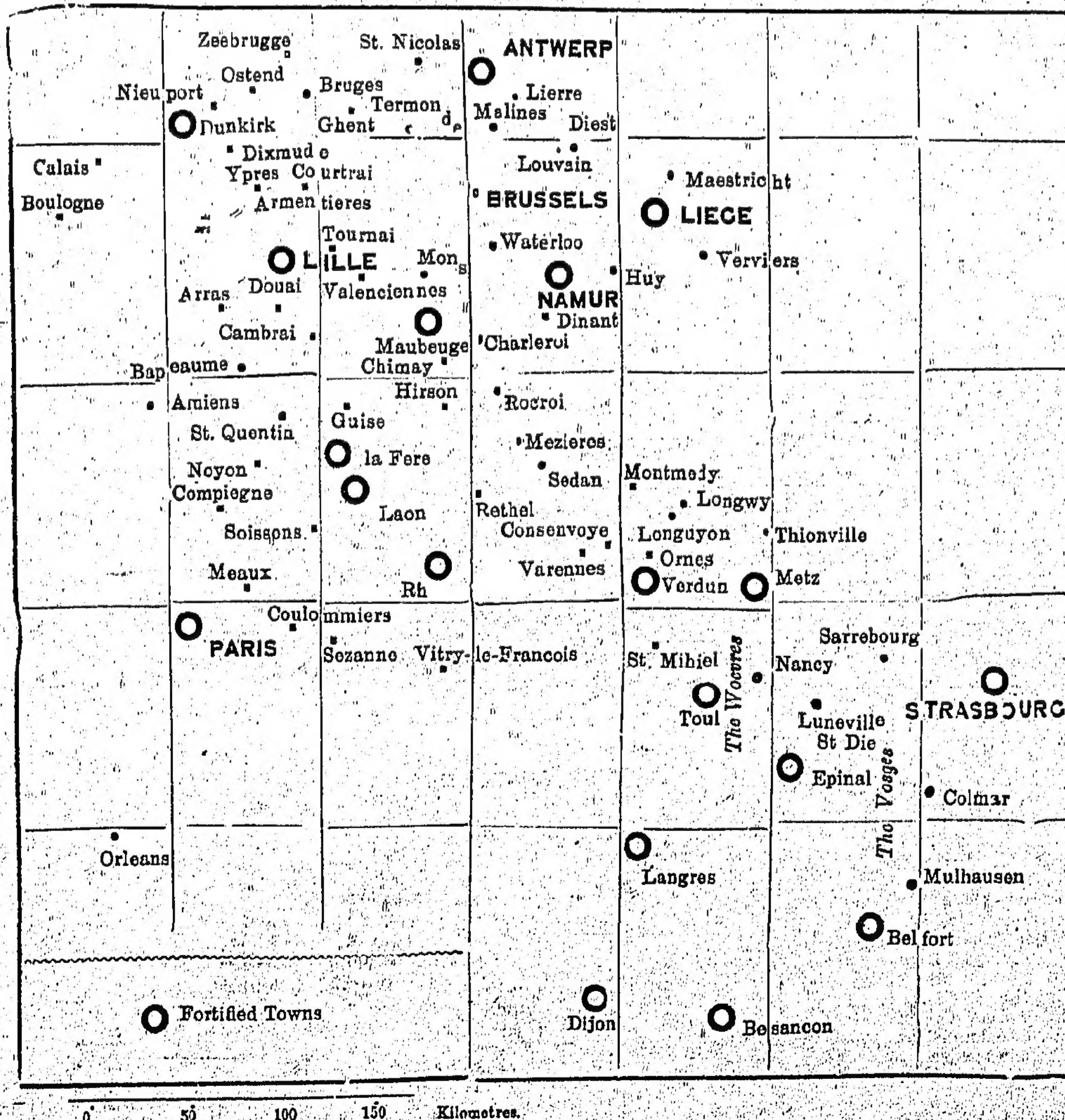
Nov. 15.—Death of Earl Robertson in France announced. Fighting still continues in Belgium, Germans being thrown back to right bank of the Yser Canal.

(Continued on page 10)

THE WAR.

Plan of the Great Battlefield, Showing Fortified Towns, etc.

(CROSS LINES WITHIN THE PLAN ARE THOSE OF LONGITUDE AND LATITUDE.)



The above is a plan showing the area most affected in the present hostilities between the British, French and Belgian troops and the German forces. Latest advices are to the effect that the Allies are progressing all along the line, particularly in the centre.

DIARY OF WAR.

(Continued from back of page 8).
November 18.—Votes for £220,000,000 and for a million more men passed by the House of Commons. Announced that H.M.S. Canopus is safe. German regiment annihilated south of Birschoote. Reported that Russian fleet leaves Heligoland to give battle to the Germans.

November 17.—Princes of Wales leaves for the front. Mr. Lloyd George outlines financial proposals in House of Commons, including War Loan of £350,000,000.

November 18.—War Loan quoted from per to one-half per cent. premium. Japanese Ambassador leaves Constantinople. British Third Division shelled out of trenches, but brilliantly counter-attacked and drove Germans back in disorder. German fleet bombards Libau.

November 19.—Russians progressing in East Prussia and Galicia, but advance guards in Poland retiring. Division of Russian Black Sea Fleet engages the Goeben and Breslau, which disappear in mist after former is badly hit.

November 20.—German attacks in France and Belgium less severe; snow falling in Flanders. Desperate fighting between Russians and Germans between the Vistula and the W. Russians attacking strong positions in East Prussia.

November 21.—British Admiralty announces elaborate system of mine defence on east coast. Australia taking steps to send unlimited number of men to the front. Russians inflict heavy losses on Austro-German forces between Czestochowa and Cracow. Russians bombard Black Sea port of Khoga, doing great damage.

November 22.—Canada enlisting an additional 50,000 men, bringing her forces under arms to 108,000. Lull still continues in France and Belgium, save for vigorous bombardment of Ypres by the Germans.

Nov. 23.—German submarine U18 founders off the Scottish coast after being rammed by British patrol boat. British aviators carry out successful flight to Zeppelin sheds at Friedrichshafen, doing serious damage.

Nov. 24.—Announced that Germans suffer heavy losses round Ypres, 1,200 dead being found before a trench 500 yards long. Portuguese Congress authorises Portugal to intervene in war at any suitable moment, in accordance with terms of British Alliance.

Nov. 25.—Announced that two British battleships on Monday bombarded all points of military significance at Zeebrugge. Russians register successes against Germans, Austrians and Turks.

Nov. 26.—Announced that everything points to overthrow of German armies in Poland. British battleship Bulwark blown up at Sheerness.

Nov. 27.—Mr. Lloyd George announces that the War Loan has been largely over-subscribed. Mr. Winston Churchill reviews the naval situation, in the House of Commons. Announced that German submarine sinks steamers Malachite and Primo near Havre.

Nov. 28.—Russians rout Austrians, taking 7,000 prisoners and many guns. Announced that German cruisers in Pacific have not left Chilean waters since the

UNCLAIMED TELEGRAMS.

Eastern Extension Australasia & China Telegraph Co.

Bongniu Miniere Compagnie, San Francisco.
Brandt, Dorothy Lyman Hongkong Hotel, Shanghai.
Cohan, Sydney Hongkong Hotel, London.

Erikson, Mrs. Peak Hotel, Bangkok.
Fountai, Haiphong.
Ginsang, Foochow.
Heise Hongkong Hotel, Manila.
Kulimang, Manila.
Makingscen, 4200 Building House, Seattle.

Oanlay, Cholon.
Phoenixkahn, Bantham St., Makassar.

Pongee, San Francisco.
Pooegui Hectonghing Teck-jutao St., Manila.
Sanohiong, Bantham St., Makassar.

Sun On Lung Molo Cai, Macao.
W. B. ELWES, Superintendent.

Hongkong, Dec. 3rd, 1914.
Great Northern Telegraph Company, Ltd.

Bouman Hongkong Hotel, Shanghai.
Euyansang, Shanghai.
Itaihang Yonlo Street, Antung Jap.

Kiangguan, Amoy.
Powhingehong, Yokohama.
Paul Pedrini, Hongkong Hotel, Yokohama.

Quanyang, 70 Queen's Road East, Hongkong.
Suzanne Terrain, Post Office, Shanghai.

Secolnik Astor Saratow, Tongwoo, Kobe.
A. B. SORENSSEN, Actg. Superintendent.

Hongkong, Dec. 4th, 1914.

Art Treasures of Bruges.
Amster'ham, O. t. 20.

A message from Brussels, received via Berlin, states that the buildings and collections at Bruges are undamaged. Pictures of more or less value from the churches and museums have been taken to a place of safety.

It is further stated that, in September, when the bombardment of the town was feared, Michael Angelo's statue of the Madonna was removed, while the tombs of Charles the Bold and his daughter were left. All the works of art are reported to be still in the city and not to have been taken to England.

engagement off Valparaiso. Morning Post's Petrograd correspondent says bulk of German army in Poland is irrevocably lost in the best event.

Nov. 29.—Russian success against Germans confirmed. Field Marshal Sir John French reviews fine work of British troops in battle of Ypres-Armentieres.

Nov. 30.—Announced that His Majesty the King has left for France on a visit to British Headquarters.

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POST OFFICE.

Ships' Letter Boxes.

1. It is hereby notified that during the continuance of the War all outgoing correspondence must be posted at the General Post Office or at any of its Branch Offices.

2. Ships' Officers are strictly forbidden to receive on board their vessels any correspondence from the Public.

3. Shipmasters are not allowed to place or expose on board their vessels letter boxes for the purpose of collecting correspondence; all such boxes found exposed on board their vessels will be removed and returned to the General Post Office.

4. Shipping Companies must not receive from the Public for inclusion in their ships' Papers any but bona fide consignees' letters which should be left open for inspection when required.

5. Shipping Companies should state in their notifications to the Post Office the exact hour of departure of their vessels in order that the public may have every facility for posting at the General Post Office.

6. Shipping Companies and Ships' Officers must send to the Post Office ALL correspondence except bona fide consignees' letters posted in the Ships' Letter Boxes or received by Ships' Officers at the ports from which they sailed, on any where en route to Hongkong.

7. The above regulations will not affect the licensed, private letter boxes carried between Hongkong and Canton by the vessels belonging to or managed by the Hongkong Canton & Macao Steamboat Company.

War risks are not covered by postal registration or insurance.

CORRESPONDENCE (INCLUDING PARCELS) IS BEING DESPATCHED AS OFTEN AS POSSIBLE BY THE POST OFFICE. SERVICES ARE IRREGULAR AND UNCERTAIN AND ALL CORRESPONDENCE IS LIABLE TO DELAY.

THE PARCEL POST SERVICE TO FRANCE IS SUSPENDED UNTIL FURTHER NOTICE.

THE PARCEL POST AND INSURED LETTER SYSTEM TO BRAZIL IS SUSPENDED.

NOTICE IS GIVEN THAT ALTHOUGH EVERY POSSIBLE PRECAUTION IS TAKEN TO SECURE THE SAFETY OF ALL POSTAL PACKETS WHILE IN THE CUSTODY OF THE POST OFFICE, THE POST OFFICE CANNOT BE RESPONSIBLE FOR ANY LOSS OR DAMAGE WHICH MAY BE DUE TO THE ACT OF THE KING'S ENEMIES. UNTIL FURTHER NOTICE NO LETTERS, BOXES, OR PARCELS FOR BELGIUM, BRAZIL, GERMANY, GREECE, ITALY, AUSTRIA, SWITZERLAND AND (LYBIA) TRIPOLI.

THE PARCEL POST SERVICE TO EGYPT AND CERTAIN COUNTRIES MENTIONED, SERVED BY EGYPTIAN CARRIAGES FOR ORDINARY PARCELS ONLY—GREECE, CYPRUS, GREECE, SYRIA, ITALY, ALGERIA, TUNIS, SWITZERLAND AND (LYBIA) TRIPOLI.

The services to Germany, Austria, and their Colonies and to the Ottoman Empire are suspended.

Unregistered letters and Post-Cards may now be sent to Tientsin.

The American Mail is due to arrive here on Sunday, the 6th Dec.

The English Mail from Europe is expected to arrive here on Sunday, the 6th Dec., at 5 p.m.

MAILS DUE.
American, 6th Dec.
English, 6th Dec.

MAILS CLOSE TO-MORROW.

Haiphong & Pakhoi... 5th Dec. 9 a.m.
Swatow & Bangkok... 5th Dec. 9 a.m.
Straits, Colombo, Suez Port Said, Marseilles, & United Kingdom... 5th Dec. 9 a.m.

Swatow... 5th Dec. 11 a.m.
Philippine Is... 5th Dec. 2 p.m.
Swatow, Amoy & Shanghai... 5th Dec. 3 p.m.

Shanghai, N. China & Japan via Moji... 5th Dec. 4 p.m.
Shanghai & North China (Europe via Siberia)... 5th Dec. 4 p.m.

(Tientsin-Pukow Service Shanghai Br. P. O. Thursday, 10th Inst.)
Swatow & Bangkok... 5th Dec. 4 p.m.

Swatow, Amoy, Ceylon, Adelaide, Western Australia, India, Aden, Egypt & Europe... 5th Dec. 5 p.m.

Saigon... 5th Dec. 5 p.m.

SUNDAY, 6th Dec.
Straits, Colombo & Bombay... 6th Dec. 9 a.m.
Swatow, Amoy & Tamsui... 6th Dec. 9 a.m.

MONDAY, 7th Dec.
Haiphong... 7th Dec. 11 a.m.
Batavia, Samarang & Sourabaya... 7th Dec. 2 p.m.

Shanghai and North China (Europe via Siberia)... 7th Dec. 2 p.m.
(Tientsin-Pukow Service Shanghai Br. P. O. Thursday, 10th Inst.)
Shanghai & N. China... 7th Dec. 4 p.m.

TUESDAY, 8th Dec.
Sundakan... 8th Dec. 11 a.m.

SHIPPING NEWS.

ARRIVED.

Halimun, Br. s.s. 641, Stewart, 4th Inst.—Swatow, 3rd Inst., Gen.—D. L. & Co.

Tamling, Br. s.s. 1,356, G. H. Pennefather, 4th Inst.—Manila, 1st Inst., Gen.—E. & S.

Harauwan Maru, Jap. s.s. 2,001, 4th Inst.—Milko, 28th ult., Coal—M.B.K.

Paoing, Br. s.s. 1,072, W. J. Barkus, 3rd Inst.—Chiofo, 27th ult., Gen.—B. & S.

Chihli, Br. s.s. 1,351, Lloyd 3rd Inst.—Bangkok, 23rd ult., Gen.—B. & S.

Tjanscock, Dat. s.s. 3,521, 4th Inst.—Amoy, 3rd Inst., Gen.—J.O.J.L.

Hangsang, Br. s.s. 1,356, S. Wyld, 3rd Inst.—Singapore, Gen.—J. M. & Co.

Takaowan Maru, Jap. s.s. 1,330, T. C. Gillespie, 4th Inst.—Bangkok, 26th ult., Rice—M. B. K.

Miyasaki Maru, Jap. s.s. 4,396, T. Teramachi, 4th Inst.—Japan, Gen.—N. Y. K.

Soabu Maru, Jap. s.s. 1,119, K. Haktor, 4th Inst.—Swatow, 3rd Inst., Gen.—O. S. K.

PASSENGERS ARRIVED.

Per s.s. Taming from Hioio etc.—Mr A. Gace, Mrs M. Cook & Mrs D. Ritchie.

Per s.s. Paoing from Chiofo—Mr McDermott, Master A. Lawrence.

Per s.s. Miyasaki Maru from Japan—Messrs J. Crockett, J. Kawai, Mrs Ito, Mr & Mrs Yamazaki, Mrs K. Saka, Mr & Mrs Staber, Hermest, Mr & Mrs Haskel, S. Kamlya, Miss S. Raymond, K. Morita, J. V. Orta, Mrs Alice Wang.

PASSENGERS DEPARTED.

For Seattle etc.—Messrs M. Ikuta, T. Kaneko, Mr & Mrs W. B. McClelland, Mrs V. Rice, C. F. Dake & Mrs H. A. Tolmer.

For San Francisco etc.—Mrs W. Cui, Mrs Chui Long, Mrs E. L. MacGarry, C. H. Magee, Mrs S. Gerhold, Miss J. L. Dorham, Miss C. A. S. Chuck, Mr & Mrs B. L. Britton, Dr & Mrs F. Lionsson, A. L. Cyprian, A. Dalwang, Tong Yush, Dr T. M. Leong, Kew, Mr & Mrs D. H. New, F. Scully, H. B. Sanderson, Mr & Mrs G. L. Duncan, J. A. Wolfson, Miss L. Prussner, Mr & Mrs A. Nilsson, Mrs S. Brownstone, Mr & Mrs E. E. Eddy, Rev and Mrs W. A. Main, Chui Long, Mr & Mrs C. Binder, R. v. Mrs C. C. Foreman, S. S. Pater, Mrs W. H. Allen, Mrs A. Lampson, Miss M. A. H. Chuck, A. S. Hooper, Dr L. M. Gurney, J. Calderen, E. de R. Tan Kiang, Chu Tse-sheng, Tsai Kung-wu, Mrs S. A. Nagel, Mrs K. B. Baffie, Miss E. Manwaring, Fong Tuck-pun, M. A. Cheek, Dr & Mrs K. Heck, Mr & Mrs Morohama, J. H. Fowler, Low Wing, J. D. Williams, Wong Van C. F. Samulson, Mrs C. G. Gower, H. W. Hope, D. H. New, F. Scully, H. B. Sanderson, Mr & Mrs E. O. Mitchell, Wong Yew-sun, Mr & Mrs G. L. Duncan, J. A. Wolfson, Mrs C. S. Greener, Mrs Hermann, H. E. Hancock, M. Straube, H. Peart, Mr & Mrs S. Takushi, A. V. Potter.

Swatow, Amoy & Foochow... 8th Dec. 1 p.m.

Straits & Calcutta... 8th Dec. 2 p.m.

Philippine Is... 8th Dec. 3 p.m.

Shanghai, North China, Japan, Amoy via Nagasaki, Honolulu, United States, South America and Canada via S. Francisco & U. Kingdom via Canada (Europe via Siberia)... 8th Dec. 11 a.m.

(Tientsin-Pukow Service Shanghai Br. P. O. Friday, 11th December.)
Shanghai & N. China... 8th Dec. 3 p.m.

WEDNESDAY, 9th Dec.

Swatow... 9th Dec. noon.

Pakhoi & Haiphong... 9th Inst. 10 a.m.

Shanghai, North China and Japan via Nagasaki, Victoria, Tacoma & United Kingdom via Canada... 9th Dec. 1 p.m.

THURSDAY 10th Dec.

Shanghai & N. China 10th Inst. 3 p.m.

FRIDAY, 11th Dec.

Swatow, Amoy & Foochow... 11th Dec. 9 a.m.

Hoibow, Haiphong & Pakhoi... 11th Inst. 9 a.m.

MONDAY, 14th Dec.

Philippine Islands, Australia, Tasmania, New Zealand via Port Darwin & New Guinea via Thursday Is... 14th Dec. 11 a.m.

TUESDAY, 15th Dec.

Philippine Is... 15th Dec. 3 p.m.

TIDE TABLE.

30th Nov. to 6th Dec. 1914.

Oysters, Fresh, Fried or Stewed Tindon Haddocks, Klippers &c. ALEXANDRA CAFE.

WEATHER REPORT.

On the 4th at 11.00—With few exceptions, pressure has decreased slightly to moderately over the whole area. The anticyclone has weakened, but remains stationary over Mongolia.

Moderate easterly winds will prevail over the north part of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.01 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District. Forecast.

1 Hongkong and Neighbourhood... E. winds, moderate; fair to cloudy.

2 Formosa Channel... N.E. winds, fresh.

3 South coast of China between H.K. and Lamook... The same as No. 1.

4 South coast of China between H.K. and Hainan... The same as No. 1.

China Coast Meteorological Register.

4th Dec. a.m.

Station. Hour. Barometer. Temperature. Humidity. Wind. Force. Weather.

W'stook 7a 30.28 10 60 nne 1 h

W'stook 6a 29.99 nne 1

Hakodate 30.07 nne 1

Tokio 30.10 nw 1

Koshi 30.09 sw 1

Nagasaki 30.11 nne 1

Kagima 30.10 nne 1

Oshima 30.08 nne 1

Naha 30.03 sse 1

Ishijima 30.03 sse 1

Bonin Is. 30.12 w 1

Chiofo 30.27 37 53 nne 5 b

Whaiwei 30.19 46 nne 2 or

Shanghai 30.13 51 nne 5 or

Gutzlaff 30.04 64 nne 2 or

Sharp P. 30.01 67 89 nne 1 or

Swatow 30.07 66 95 nne 2 or

Taihu 30.04 nne 2 or

Taihu 30.03 nne 2 or

Kobun 30.03 nne 4

P'dores 30.02 69 95 nne 3 or

Canton 30.03 70 92 nne 4 or

H'kong 30.03 70 nne 4 or

Gay Boek 30.00 70 nne 1 or

T. F. Claxton, Director.

Hongkong Observatory, Dec. 4.

1 Barometer, reduced to 32 degrees Fahrenheit on the level of the sea in inches, tenths and hundredths.

2 Temperature, in the shade, in degrees Fahrenheit.

3 Humidity, in percentage of saturation, or Humidity of air saturated with moisture being 100.

4 Direction of Wind, to two points.

5 Force of Wind, according to Beaufort Scale.

State of Weather, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, i lightning, o overcast, p passing showers, q equally, r rain, s snow, t thunder, v visibility, w dew wet.

0 Rain in inches, tenths and hundredths.

METEOROLOGICAL.

Previous Day On date On date

Barometer 30.04 30.03 30.00

Temperature 71 70 74

Humidity 85 82 82

Wind Direction E E ESE

Force 4 3 3

Weather o o b

Rain

Lowest open air Temperature on the 1st 71

H.K. Observatory, 4th December.

T. F. CLAXTON, Director.

MAIL STEAMERS.

THE PENINSULAR AND ORIENTAL S.N. CO.

ENGLISH MAIL.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named—

For Steamers To Sail On Remarks

B'WAY, via Singapore, Penang and Colombo... Oriental Capt. A. L. Valentini } 3 p.m. 6th Dec. } Freight & P'sage

SHANGHAI... Malta Capt. G. W. Cockman R.N.R. } 3 p.m. 7th Dec. } Freight & P'sage

SHANGHAI, MOJO, KOBE AND YOKO-HAMA... Nile Capt. H. Powell } about 27th Dec. } Freight & P'sage

LONDON & Genoa via Singapore, Penang, Colombo, Port Said and Marseilles... Nagoya Capt. W. H. Sweny R.N.R. } noon 1st Jan. } Freight & P'sage

Subject to alteration without notice. All steamers are fitted with Wireless Telegraphy.

NOTICE TO SHIPPERS.

SHIPPERS are informed that the P. & O. Company's Vessels are insured under The British Government National Insurance Scheme and they can effect War Risk Insurance on individual shipments with The National Insurance Committee, London, through their representatives there.

The production of a Marine Risk Policy is not immediately necessary.

For Freight or Passage, apply to E. A. Hewett, Superintendent.

P. & O. S. N. Co.'s office, Hongkong, 4th Dec., 1914.

PACIFIC MAIL S.S. CO.

OPERATING MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.

MONGOLIA 27000 tons MANCHURIA 27000 tons
KOREA 18000 tons SIBERIA 18000 tons